

# NACOmatic

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## INSTRUMENT APPROACH PROCEDURE CHARTS



## IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

## NAME ALTERNATE MINIMUMS

**BULLHEAD CITY, AZ**

LAUGHLIN/BULLHEAD

INTL ..... RNAV (GPS) Rwy 16<sup>12</sup>  
 RNAV (GPS) Rwy 34<sup>34</sup>  
 VOR/DME Rwy 34<sup>15</sup>

<sup>1</sup>NA when local weather not available.<sup>2</sup>Categories A, B, 1200-2; Categories C, D, 1200-3.<sup>3</sup>NA when control tower closed.<sup>4</sup>Categories A, B, 1100-2; Categories C, D, 1100-3.<sup>5</sup>Categories A, B, 2200-2; Categories C, D, 2200-3.**CEDAR CITY, UT**

CEDAR CITY RGNL ..... ILS Rwy 20  
 VOR Rwy 20

Category D, 900-2¾.

**DOUGLAS BISBEE, AZ**

BISBEE DOUGLAS

INTL ..... VOR/DME or GPS Rwy 17  
 VOR Rwy 17

NA when control zone not in effect.

**ELKO, NV**

ELKO RGNL ..... LDA/DME Rwy 23<sup>1</sup>  
 RNAV (GPS) Rwy 23<sup>2</sup>  
 VOR -A<sup>3</sup>  
 VOR/DME-B<sup>4</sup>

<sup>1</sup>Categories A,B, 900-2; Category C 1000-3; Category D, 1100-3.<sup>2</sup>Categories A,B, 1400-2; Categories C,D, 1400-3.<sup>3</sup>Categories A,B, 1500-2; Categories C,D, 1500-3.<sup>4</sup>Categories A,B, 1200-2; Categories C,D, 1200-3.

## NAME ALTERNATE MINIMUMS

**FLAGSTAFF, AZ**

FLAGSTAFF

PULLIAM ..... ILS or LOC/DME Rwy 21<sup>12</sup>  
 VOR-A<sup>3</sup>

<sup>1</sup>NA when control tower closed.<sup>2</sup>ILS, Categories B,C,D, 700-2.<sup>3</sup>Categories A, B, 1300-2; Categories C, D, 1300-3.**FORT HUACHUCA-SIERRA VISTA, AZ**

SIERRA VISTA MUNI-

LIBBY AAF ..... ILS or LOC Rwy 26  
 NDB Rwy 26  
 RNAV (GPS) Rwy 8<sup>1</sup>  
 VOR Rwy 26

NA when control tower closed.

<sup>1</sup>Categories A, B, 1300-2; Categories C, D, 1300-3.**GLENDALE, AZ**

GLENDALE MUNI ..... RNAV (GPS) Rwy 1  
 NA when local weather not available.

**GRAND CANYON, AZ**

GRAND CANYON NATIONAL

PARK ..... ILS or LOC/DME Rwy 3  
 NA when control tower closed.  
 Category D, 700-2.

VALLE ..... VOR/DME Rwy 19  
 NA except for operators with approved weather reporting service.

**KANAB, UT**

KANAB MUNI ..... RNAV (GPS) Rwy 1  
 Category B, 1100-2; Category C, 1400-3.

**KINGMAN, AZ**

KINGMAN ..... RNAV (GPS) Rwy 3  
 RNAV (GPS) Y Rwy 21  
 VOR/DME Rwy 21

Category D, 800-2¾.

# ALTERNATE MINS

M2



**NAME** ALTERNATE MINIMUMS  
**LAKE HAVASU CITY, AZ**  
 LAKE HAVASU CITY ..... VOR/DME or GPS-A  
 Categories A,B, 1000-2; Categories C, 1000-2½; Category D, 1000-3.

**LAS VEGAS, NV**  
 HENDERSON EXECUTIVE ..... RNAV (GPS)-B¹  
 VOR-C²

NA when local weather not available.  
 ¹Categories A,B, 1000-2; Category C, 1000-2½.  
 ²Categories A, B, 2400-2; Category C, 2400-3.

MC CARRAN INTL ..... ILS or LOC Rwy 25L¹  
 ILS or LOC Rwy 25R¹  
 ILS or LOC/DME Rwy 1L²  
 RNAV (GPS) Rwy 1R³  
 RNAV (GPS) Rwy 19L⁴⁵  
 RNAV (GPS) Rwy 19R⁴⁵  
 VOR/DME -A²  
 VOR Rwy 25L/R³

¹ILS, LOC, Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2½, Category E, 1400-3.  
 ²ILS, LOC, Categories A,B, 900-2; Category C, 900-2½.  
 ³Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2½.  
 ⁴Categories A,B, 900-2; Category C, 900-2½; Category D, 900-3.  
 ⁵NA when local weather not available.

NORTH LAS VEGAS ..... ILS or LOC Rwy 12L  
 NA when control tower closed.

**LOVELOCK, NV**  
 DERBY FIELD ..... VOR or GPS-C¹  
 VOR/DME or GPS-A²

¹Categories A,B, 1900-2; Categories C,D, 1900-3.  
 ²Categories A,B, 900-2; Category C, 900-2½; Category D, 900-3.

**MESA, AZ**  
 FALCON FIELD ..... NDB-A  
 RNAV (GPS) Rwy 4L  
 RNAV (GPS) Rwy 4R  
 RNAV (GPS)-B

NA when control tower closed.

**MILFORD, UT**  
 MILFORD MUNI/BEN AND JUDY  
 BRISCOE FIELD ..... VOR or GPS-A  
 Category D, 800-2½.

**NAME** ALTERNATE MINIMUMS  
**OGDEN, UT**  
 OGDEN-HINCKLEY ..... ILS Or LOC Rwy 3¹²  
 RNAV (GPS) Y Rwy 3  
 RNAV (GPS) Z Rwy 3  
 NA when local weather not available.  
 ¹ILS, Category D, 700-2.  
 ²NA when control tower closed.

**PHOENIX, AZ**  
 PHOENIX DEER VALLEY ..... RNAV (GPS)-B¹²  
 RNAV (GPS)-C³  
 RNAV (GPS) Rwy 7R¹⁴  
 RNAV (GPS) Rwy 25L¹⁴

¹NA when local weather not available.  
 ²Categories A, B, 1000-2; Category C, 1000-2½.  
 ³Categories A, B, 1000-2; Category C, 1000-2½; Category D, 1100-3.  
 ⁴Categories A, B, 1000-2; Category C, 1000-2½; Category D, 1000-3.

**PHOENIX-**  
**MESA GATEWAY** ..... ILS or LOC Rwy 30C¹²  
 RNAV (GPS) Rwy 30C¹  
 RNAV (GPS) Rwy 30L³  
 VOR or TACAN Rwy 30C¹

¹NA when local weather not available.  
 ²NA when control tower closed.  
 ³Category E, 800-2½.

**PHOENIX**  
**SKY HARBOR INTL** ..... ILS or LOC Rwy 7R¹  
 ILS or LOC Rwy 7L¹  
 ILS or LOC Rwy 8³  
 ILS or LOC Rwy 25L²  
 ILS or LOC Rwy 26²  
 RNAV (GPS) Y Rwy 7R²  
 RNAV (GPS) Y Rwy 7L²  
 RNAV (GPS) Y Rwy 8¹  
 RNAV (GPS) Y Rwy 25L²  
 RNAV (GPS) Y Rwy 25R²  
 RNAV (GPS) Y Rwy 26²

¹ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.  
 ²Category D, 800-2½.  
 ³ILS, Categories A,B, 800-2; Category C, 800-2½; Category D, 800-2½. LOC, Category C, 800-2½; Category D, 800-2½.  
 ⁴Category C, 800-2½; Category D, 800-2½.

**PRESCOTT, AZ**  
 ERNEST A. LOVE FIELD .. ILS/DME Rwy 21L¹²  
 RNAV (GPS) Rwy 21L¹⁴  
 VOR Rwy 12³

¹NA when control tower closed.  
 ²ILS, Category C, 700-2; Category D, 900-3. LOC, Category D, 900-3.  
 ³Category D, 900-3.  
 ⁴Category D, 1000-3.

21 OCT 2010 to 18 NOV 2010

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# ALTERNATE MINS

SW-4



## ALTERNATE MINS

NAME	ALTERNATE MINIMUMS
PRICE, UT	
CARBON COUNTY RGNL/	
BUCK DAVIS FIELD .....	VOR/DME Rwy 36 VOR Rwy 36'

<sup>1</sup>Categories A, B, 2000-2; Categories C, D, 2000-3.

## PROVO, UT

PROVO MUNI .. ILS or LOC/DME Rwy 13,700-2  
NA when control tower closed.

## RENO, NV

RENO/TAHOE INTL ..... ILS Rwy 16R, 2100-71  
 ILS or LOC/DME Rwy 34L<sup>2</sup>  
 LOC Rwy 16R<sup>3</sup>  
 RNAV (GPS) X Rwy 34L<sup>4</sup>  
 RNAV (GPS) X Rwy 34R<sup>4</sup>  
 RNAV (GPS) Y Rwy 16L<sup>5</sup>  
 RNAV (GPS) Y Rwy 16R<sup>5</sup>  
 RNAV (RNP) Z Rwy 16R, 800-21/2  
 VOR-D, 1600-3

<sup>1</sup>LOC. NA.

<sup>2</sup>ILS, LOC, Categories A,B, 1000-2; Category C, 1000-2<sup>3</sup>/<sub>4</sub>.

<sup>3</sup>Categories A,B, 1600-2; Categories C,D, 1600-3; Category E, 2400-3.

<sup>4</sup>Categories A,B, 1000-2; Category C, 1000-2<sup>3</sup>/<sub>4</sub>; Category D, 1000-3.

<sup>5</sup>Categories A,B, 1400-2; Categories C,D, 1400-3.

<sup>6</sup>Categories A,B, 1800-2; Categories C,D, 1800-3.

## SAFFORD, AZ

SAFFORD RGNL ..... RNAV (GPS) Rwy 12  
RNAV (GPS) Rwy 30

NA when local weather not available.

## ST. GEORGE, UT

ST. GEORGE MUNI ..... RNAV (GPS) Rwy 34<sup>1</sup>  
VOR or GPS-B, 1300-2<sup>2</sup>  
VOR-C, 1800-3<sup>2</sup>  
VOR/DME Rwy 34<sup>23</sup>

<sup>1</sup>Categories A,B 1100-2¼; Categories C,D, 1100-3.

<sup>2</sup>NA except for operators with approved weather reporting service.

<sup>3</sup>Category C, 800-2¼; Category D, 1000-3.

NAME	ALTERNATE MINIMUMS
<b>ST. JOHNS, AZ</b>	
ST. JOHNS	
INDUSTRIAL AIRPARK ....	RNAV (GPS) Rwy 14
	RNAV (GPS) Rwy 32
	VOR/DME-A
NA when local weather not available.	

**SCOTTSDALE, AZ**

SCOTTSDALE ..... RNAV (GPS)-D<sup>1</sup>  
RNAV (GPS)-E<sup>1</sup>  
VOR or GPS-A<sup>23</sup>  
VOR-C<sup>14</sup>

<sup>1</sup>NA when local weather not available.<sup>2</sup>NA when Scottsdale altimeter not available.<sup>3</sup>Categories A, B, C, 1100-3.

<sup>4</sup>Categories A, B, 1000-2; Category C, 1000-3.

**TONOPAH, NV**

TONOPAH ..... VOR or GPS-A  
Category D, 800-2¼.

**TOOELE, UT**

BOLINDER FIELD-  
TOOELE VALLEY ..... ILS or LOC/DME Rwy 17  
RNAV (GPS) Rwy 17

NA when local weather not available.

<sup>1</sup>ILS, Category D, 700-2.

**TUCSON, AZ**

TUCSON INTL ..... ILS or LOC Rwy 11L<sup>1</sup>  
 LOC/DME BC Rwy 29R<sup>2</sup>  
 RNAV (GPS) Z Rwy 11L<sup>2</sup>  
 RNAV (GPS) Rwy 29R<sup>2</sup>  
 RNAV (GPS) Rwy 3<sup>3</sup>  
 RNAV (GPS) Rwy 29L<sup>4</sup>  
 RNAV (GPS) Z Rwy 29R<sup>2</sup>  
 VOR or TACAN Rwy 11L<sup>2</sup>  
 VOR/DME or TACAN Rwy 29R<sup>5</sup>

<sup>1</sup>ILS, LOC, Categories A,B, 900-2; Category C, 900-2<sup>3</sup>/<sub>4</sub>; Category D, 900-3; Category E, 1100-3.

<sup>2</sup>Category E, 1100-3.<sup>3</sup>Categories A,B,C,D, 800-2¼.

<sup>4</sup>Category D, 800-21¼.

<sup>5</sup>Category E, 1200-3.

## ALTERNATE MINS



NAME ALTERNATE MINIMUMS

## WENDOVER, UT

WENDOVER ..... VOR/DME-B<sup>1</sup>  
VOR/DME or TACAN Rwy 26<sup>2</sup>

<sup>1</sup>Categories A,B, 1700-2; Categories C,D,E,  
1700-3.

<sup>2</sup>Category E, 800-2¾.

## WINDOW ROCK, AZ

WINDOW ROCK ..... RNAV (GPS) Rwy 2<sup>1</sup>  
RNAV (GPS)-B<sup>2</sup>  
VOR/DME-A<sup>3</sup>

<sup>1</sup>Category C, 800-2¼.

<sup>2</sup>Categories A, B, 1000-2; Category C, 1000-3.

<sup>3</sup>Categories A, B, 1100-2; Categories C, D,  
1100-3.

## WINNEMUCCA, NV

WINNEMUCCA MUNI .... RNAV (GPS) Rwy 14<sup>12</sup>  
RNAV (GPS) Rwy 32<sup>1</sup>  
VOR/DME Rwy 14<sup>3</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>Category C, 800-2¼; Category D, 800-2½.

<sup>3</sup>Category D, 1300-3.

## RADAR INSTRUMENT APPROACH MINIMUMS

**DAVIS-MONTHAN AFB (KDMA), AZ (Tucson) (Amdt 1, 10294 USAF) ELEV 2704****RADAR<sup>1</sup> - (E) 118.5 125.1 318.1 297.2 ▽**

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	30	3.0°/59/1320	ABCDE	2954/40	250	(300-¾)
	12	3.0°/59/950	ABCDE	2839/40	250	(200-¾)

<sup>1</sup>No NOTAM MP 1100-1300Z dly. PAR opr 1700-0300Z wkd or termination of A10 flying (contact scheduling for times at DSN 228-5777).

**FALLON NAS (KNFL), (VAN VOORHIS FIELD), NV (10210 USN)****ELEV 3934****RADAR<sup>1</sup> - (E) 118.3x 121.875x 262.8x 275.6x 310.6x 345.2x ▽**

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	31L	3.5°/55/906	ABCDE	4126-¾	200	(200-¾)
	31R	3.5°/54/872	ABCDE	4128-¾	200	(200-¾)
	13L	3.0°/46/885	ABCDE	4134-¾	200	(200-¾)
	13R	3.0°/48/915	ABCDE	4134-¾	200	(200-¾)
	7	3.0°/36/672	ABCDE	4129-¾	200	(200-¾)
ASR	31R		ABCDE	4200-1	272	(300-1)
	31L		ABCDE	4200-1	274	(300-1)
	13R		ABCD	4260-1	326	(400-1)
			E	4260-1½	326	(400-1½)
	13L		ABC	4280-1	346	(400-1)
			DE	4280-1½	346	(400-1½)
	7		AB	4340-1	411	(500-1)
			CD	4340-1½	411	(500-1½)
			E	4340-1½	411	(500-1½)
CIR	All Rwy		AB	4400-1	466	(500-1)
			C	4400-1½	466	(500-1½)
			D	4520-2	586	(600-2)
			E	4980-3	1046	(1100-3)

**CAUTION: ATC Missed Approach Minimum Climb Rate to 7400**

PAR/ASR	Rwy	Knots	60	120	180	240	300	360
	7	FPM	260	520	780	1040	1300	1560
	13L/R	FPM	260	520	780	1040	1300	1560
	31L/R	FPM	270	540	810	1080	1350	1620

<sup>1</sup>No-NOTAM MP sked: PAR-2200-0000Z++ Thu, ASR-1500-1700Z++ Wed, when ceil-vis 3000-5 and above.

## RADAR INSTRUMENT APPROACH MINIMUMS

## RADAR INSTRUMENT APPROACH MINIMUMS

## FORT HUACHUCA/SIERRA VISTA, AZ

Amdt. 4A, OCT 22, 2009 (FAA) ELEV 4719

SIERRA VISTA MUNI-LIBBY AAF

RADAR<sup>1</sup> - (E) 127.05 254.35 ▽ ▲ NA

			DA/ HAT/ HATH/				DA/ HAT/ HATH/			
RWYGS/TCH/RP/CAT			MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS	
PAR <sup>2</sup>	8	ABCDE	4919-¾	200	(200-¾)					
	26	ABCDE	4829-¾	200	(200-¾)					
ASR	26	ABC	5000-1	371	(400-1)	DE	5000-1¼	371	(400-1¼)	
	8	AB	5440-1	721	(800-1)	C	5440-2	721	(800-2)	
CIR <sup>3</sup>		D	5440-2¼	721	(800-2¼)	E	5440-2½	721	(800-2½)	
	26	A	5100-1	381	(400-1)	B	5180-1	461	(500-2)	
		C	5180-1½	461	(500-1½)	D	5280-2	561	(600-2)	
		E	5400-2½	681	(700-2½)					
	8	AB	5440-1	721	(800-1)	C	5440-2	721	(800-2)	
		D	5440-2¼	721	(800-2¼)	E	5440-2½	721	(800-2½)	

<sup>1</sup>Opr 1500-2300Z Monday-Friday, except for holidays. <sup>2</sup>No NOTAM maintenance period 1500-1900Z on the first Thursday of the month. <sup>3</sup>Circling not authorized south of runways 8 and 30.

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## RADAR INSTRUMENT APPROACH MINIMUMS

YUMA MCAS/YUMA INTL (KNYL), AZ (09323 USN)

ELEV 213

RADAR - (E) 120.9x 124.15x 125.55x 125.95x 254.0x 270.8x 278.7x 286.0x 301.2x 305.2x ▽

PAR	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
	3L	3.0°/54/1018	ABCDE	295-½	100	(100-½)
	21R <sup>1</sup>	3.0°/54/1067	ABCDE	393-½	200	(200-½)
PAR 3R			AB	520-1	332	(400-1)
SIDESTEP			C	520-1½	332	(400-1½)
			DE	520-2	332	(400-2)
PAR 21L SIDESTEP			ABC	600-1¾	393	(400-1¾)
			DE	600-2¼	393	(400-2¼)
PAR W/O GS 3L			ABCD	520-1	325	(400-1)
			E	520-1¼	325	(400-1¼)
PAR W/O GS 3R			AB	520-1	332	(400-1)
SIDESTEP			C	520-1½	332	(400-1½)
			DE	520-2	332	(400-2)
PAR W/O GS 21R <sup>2</sup>			AB	600-½	407	(400-½)
			CD	600-¾	407	(400-¾)
			E	600-1	407	(400-1)
PAR W/O GS 21L			ABC	600-1¾	393	(400-1¾)
SIDESTEP			DE	600-2¼	393	(400-2¼)
ASR	3L		ABC	540-1	345	(400-1)
			DE	540-1¼	345	(400-1¼)
	3R		AB	600-1	412	(400-1)
			CD	600-1¼	412	(400-1¼)
			E	600-1½	412	(400-1½)
	21L		ABC	600-1	393	(400-1)
			D	600-1¼	393	(400-1¼)
			E	600-1½	393	(400-1½)
	21R <sup>3</sup>		AB	620-½	427	(500-½)
			C	620-¾	427	(500-¾)
			DE	620-1	427	(500-1)
CIR <sup>4</sup>	ALL RWY		AB	700-1	487	(500-1)
			C	700-1½	487	(500-1½)
			D	780-2	567	(600-2)
			E	800-2	587	(600-2)

<sup>1</sup>When ALS inop, increase CAT ABCDE vis to ¾ mile. <sup>2</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. <sup>3</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1¼ miles, CAT DE to 1½ miles. <sup>4</sup>When circling from PAR W/O GS Rwy 21R, increase CAT ABC vis to 1¾ miles, CAT DE to 2¼ miles.

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## RADAR INSTRUMENT APPROACH MINIMUMS

INSTRUMENT APPROACH PROCEDURE CHARTS

**IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

**BATTLE MOUNTAIN, NV**

BATTLE MOUNTAIN (BAM)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ a min climb of 282' per NM to 7300 or 4700-3 for climb in visual conditions. **Rwy 12**, std. w/ a min climb of 386' per NM to 7600 or 4700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 032° to 8200 before proceeding on course or climb in visual conditions to cross Battle Mountain Airport at or above 9100 before proceeding on course. **Rwy 12**, climb heading 122° and BAM R-076 to 10000 before proceeding on course or climb in visual conditions to cross Battle Mountain Airport at or above 9100 before proceeding on course. **Rwy 21**, climb direct BAM VORTAC and BAM R-205 to 10100 before proceeding on course. **Rwy 30**, climb heading 302° and BAM R-324 to 9100 before proceeding on course.

**BEAVER, UT**

BEAVER MUNI

TAKE-OFF MINIMUMS: **Rwys 7, 25**, NA-obstacles. **Rwys 13, 31**, 2600-2% for climb in visual conditions. DEPARTURE PROCEDURE: **Rwys 13, 31**, climb in visual conditions to cross Beaver Muni Airport Northwestbound at or above 8300 then climb to 10100 via MLF VORTAC R-102 to MLF VORTAC. Do not exceed 210 KIAS until established on MLF VORTAC R-102.

NAME TAKE-OFF MINIMUMS

**BLANDING, UT**

BLANDING MUNI

TAKE-OFF MINIMUMS: **Rwy 35**, 800-1 or std. with a min. climb of 350 feet per NM to 6700.

DEPARTURE PROCEDURE: **Rwy 17**, turn left. **Rwy 35**, turn right climb to 9000 via heading 090° and DVC R-223 to DVC VORTAC, then continue climb on course to MEA.

**BRIGHAM CITY, UT**

BRIGHAM CITY (BMC)

AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, std. w/ min. climb of 325' per NM to 5300 or 5100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn heading 207° and OGD R-331 to OGD VORTAC before proceeding on course. **Rwy 35**, climbing left turn heading 207° and OGD R-331 to OGD VORTAC or for climb in visual conditions: cross Brigham City airport southbound at or above 9200 then via OGD R-351 to OGD VORTAC before proceeding on course. NOTE: **Rwy 17**, poles 266' from DER, 558' right of centerline, 30' AGL/4258' MSL.

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## BRYCE CANYON, UT

BRYCE CANYON (BCE)

ORIG 10266 (FAA)

DEPARTURE PROCEDURE: use BRYCE DEPARTURE.

## BULLHEAD CITY, AZ

LAUGHLIN/BULLHEAD INTL (IFP)

AMDT 1 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. w/ a min. climb of 370' per NM to 1800, or 1700-3 for climb in visual conditions. **Rwy 34**, std. w/ a min. climb of 495' per NM to 5500, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16**, climb via heading 164° and EED VORTAC R-334 to EED VORTAC, or for climb in visual conditions: cross Laughlin/Bullhead Intl airport at or above 2300, then continue climbing via heading 155° and EED VORTAC R-335 to EED VORTAC. **Rwy 34**, climb via heading 344° to 1600, then climbing right turn direct EED VORTAC, or for climb in visual conditions: cross Laughlin/Bullhead Intl airport at or above 2300, then continue climbing via heading 155° and EED VORTAC R-335 to EED VORTAC. **All Aircraft** climb in EED VORTAC holding pattern (East, right turn, 257° inbound) to cross EED VORTAC at or above MEA for direction of flight before proceeding on course.

NOTE: **Rwy 16**, multiple bushes beginning 3600' from DER, left of centerline, up to 12' AGL/1029' MSL.

**Rwy 34**, multiple poles beginning 2211' from DER, right of centerline, up to 105' AGL/821' MSL.

## CARSON CITY, NV

CARSON (CXP)

ORIG 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 9**, use JIMPA DEPARTURE.

## CASA GRANDE, AZ

CASA GRANDE MUNI

DEPARTURE PROCEDURE: **Rwy 5**, right turn. **Rwy 23**, climb direct TFD VORTAC. Continue climb in holding pattern (SW, right turn, 048° inbound) to MEA for direction of flight.

## CEDAR CITY, UT

CEDAR CITY RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, 3500-3 or std. with a min. climb of 450' per NM to 10000.

DEPARTURE PROCEDURE: **Rwys 20, 26**, turn right.

**Rwys 2, 8**, turn left, climb direct to CDC VOR/DME, continue climb to 9000 via R-348. Northbound continue on course. All others reverse course, climb to cross CDC VOR/DME at or above MCA for direction of flight.

## CHANDLER, AZ

CHANDLER MUNI

DEPARTURE PROCEDURE: **Rwy 4R**, climbing left turn heading 220°. **Rwys 22L, 22R**, climbing left turn heading 190°. **All Aircraft**, continue climb via TFD R-350 to TFD VORTAC.

NOTE: **Rwy 4L**, multiple towers and buildings beginning 69' from departure end of runway, 397' left of centerline, up to 80' AGL/1319' MSL.

## CHANDLER, AZ (CON'T)

STELLAR AIRPARK

DEPARTURE PROCEDURE: **Rwy 17**, turn left, climb via heading 150°. **Rwy 35**, turn right. **All aircraft** climb via TFD R-350 direct TFD VORTAC.

NOTE: **Rwy 17**, tower and signs beginning 574' from departure end of runway, 183' right of centerline, up to 50' AGL/1124' MSL. Sign 611' from departure end of runway, 365' left of centerline, 42' AGL/1214' MSL.

## CLIFTON/MORENCI, AZ

GREENLEE COUNTY (CFT)

ORIG 10210 (FAA)

DEPARTURE PROCEDURE: Use SAN SIMON DEPARTURE.

## COLORADO CITY, AZ

COLORADO CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, NA.

DEPARTURE PROCEDURE: **Rwy 11**, turn right.

**Rwys 20, 29**, turn left. **All aircraft** climb to 7400 via the 160° bearing from AZC NDB then continue climb on course.

## COOLIDGE, AZ

COOLIDGE MUNI

DEPARTURE PROCEDURE: **Rwys 5, 35**, climbing left turn heading 280° to intercept TFD R-063, then via R-063 to TFD VORTAC before proceeding on course.

**Rwy 17**, climbing right turn heading 240° to intercept TFD R-090, then via R-090 to TFD VORTAC before proceeding on course. **Rwy 23**, climb runway heading to intercept TFD R-090, then via R-090 to TFD VORTAC before proceeding on course.

## DAVIS-MONTHAN AFB (KDMA)

TUCSON, AZ. . . . . 07186

Diverse departures not authorized, use published departure procedure for obstacle avoidance.

TAKE-OFF OBSTACLES: **Rwy 12**: Terrain 0' AGL/2707' MSL, 81' from DER, 500' left of centerline. Terrain 0' AGL/2707' MSL, 46' from DER, 512' left of centerline. Terrain 0' AGL/2707' MSL, 16' from DER, 500' left of centerline. Terrain 0' AGL/2706' MSL, 0' from DER, 200' left of centerline.

**Rwy 30**: Terrain 0' AGL/2592' MSL, 0' from DER, 106' left of centerline. Terrain 0' AGL/2592' MSL, 7' from DER, 97' left of centerline. Terrain 0' AGL/2592' MSL, 0' from DER, 484' right of centerline. Terrain 0' AGL/2592' MSL, 13' from DER, 493' right of centerline. Vehicle 11' AGL/2615' MSL, 1017' from DER, 477' left of centerline. Terrain 0' AGL/2612' MSL, 237' from DER, 590' left of centerline.

## DELTA, UT

### DELTA MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, std. with a min. climb of 412' per NM to 6600, or 1800-3 for climb in visual conditions. Climb in visual conditions NA at night. **Rwy 12**, NA-terrain. **Rwy 30**, NA-airspace.

DEPARTURE PROCEDURE: **Rwy 17**, climb via DTA VORTAC R-347 to DTA VORTAC, or climb in visual conditions to cross departure end of runway southbound at or above 6400, then via DTA VORTAC R-347 to DTA VORTAC, thence... **Rwy 35**, climb via heading 346° to 5800, then climbing left turn via heading 180° and DTA VORTAC R-310 to DTA VORTAC, thence...  
...climb in holding pattern (hold south, left turn, 004° inbound) to cross DTA VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 17**, trees 1598' from departure end of runway, 62' right of centerline, 60' AGL/4799' MSL.

## DOUGLAS BISBEE, AZ

### BISBEE- DOUGLAS INTL

DEPARTURE PROCEDURE: Climb to 5700 in holding pattern, right turn to 140 inbound DUG VORTAC, then assigned route. CAT C, D turbojets climb not to exceed 250 kts. to 8000.

## DUCHESNE, UT

### DUCHESNE MUNI

DEPARTURE PROCEDURE: Climb direct to MTU VORTAC to depart at or above 7200 eastbound or 10000 westbound.

## ELKO, NV

### ELKO RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, 2500-3 or std. with a min. climb of 330' per NM to 8000. **Rwy 23**, 2500-3 or std. with a min. climb of 340' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 5**, climb runway heading to 6000, then climbing right turn direct BQU VOR/DME, then...

**Rwy 23**, (V32 Southwest) climb to 6000, then climbing left turn heading 200° to intercept BQU R-241 (V32).

**Rwy 23**, all others climb runway heading to 6000, then climbing left turn direct BQU VOR/DME, then... climb in BQU VOR/DME holding pattern (S, left turns, 340° inbound) to cross BQU VOR/DME at the MEA/MCA/MOCA for direction of flight.

## ELY, NV

### ELY AIRPORT-YELLAND FIELD

TAKE-OFF MINIMUMS: **Rwys 30, 36**, 3000-2 or std. with a min. climb of 700' per NM to 10000.

DEPARTURE PROCEDURE: **Rwys 12, 30, 36**, right turn; **Rwy 18**, straight ahead; intercept. ELY VOR/DME R-150 to 10000. Aircraft departing on V293 southeast climb on course to MEA. Departures V269 or V293 northbound, reverse course to the left, continue climb to cross ELY VOR/DME at or above 12000.

## FALLON, NV

### FALLON MUNI (FLX)

#### AMDT 1 10154 (FAA)

DEPARTURE PROCEDURE: **Rwy 21**, climbing right turn... **Rwys 3, 13, 31**, climbing left turn...

...to 9300 direct HZN VORTAC, continue climb in HZN VORTAC holding pattern (West, left turns, 075° inbound) cross HZN VORTAC at or above 9300 before proceeding on course, continue climb to MEA or assigned altitude.

NOTE: **Rwy 3**, vehicle on road 39' from DER, 306' right of centerline, 15' AGL/3971' MSL. Tree 111' from DER, 424' left of centerline 25' AGL/3988' MSL. Tree 364' from DER, 272' right of centerline, 25' AGL/3988' MSL. **Rwy 13**, trees beginning 3' from DER, 494' right of centerline, up to 25' AGL/4021' MSL. Vehicle on road beginning 22' from DER, 80' left of centerline, up to 15' AGL/3978' MSL. **Rwy 21**, vehicle on road 477' from DER, 241' left of centerline, 15' AGL/3984' MSL. Tree 710' from DER, 75' left of centerline, 25' AGL/3994' MSL. **Rwy 31**, trees beginning 52' from DER, 159' right of centerline, up to 25' AGL/3975' MSL. Trees beginning 111' from DER, 140' left of centerline, up to 25' AGL/3981' MSL.

## FALLON NAS(VAN VOORHIS FLD)(KNFL)

### FALLON, NV. . . . . 10154

TAKE-OFF MINIMUMS: **Rwy 13L/R**, Diverse departures authorized 131° CW 311°, standard with minimum climb rate of 245 ft/NM to 7200. **Rwy 31L/R**, Diverse departures authorized 083° CCW 131°, standard with minimum climb rate of 225 ft/NM to 7200. **Rwy 7**, Diverse departures authorized, standard with minimum climb rate of 295 ft/NM to 12,200 (Civil) or 275 ft/NM to 12,000 (Military). **Rwy 25**, Diverse departures authorized 132° CW 073°, standard with minimum climb rate of 250 ft/NM to 12,200 (Civil) or 240 ft/NM to 12,000 (Military).

## FLAGSTAFF, AZ

### FLAGSTAFF PULLIAM

DEPARTURE PROCEDURE: **Rwy 3**, turn right. **Rwy 21**, turn left. Aircraft departing FLG R-160 CW R-175 climb on course. All others climb southbound on FLG R-172 to 9000, then climbing left turn direct FLG VOR/DME.

## FORT HUACHUCA-SIERRA VISTA, AZ

### SIERRA VISTA MUNI-LIBBY AAF (FHU)

#### AMDT 2A 10294 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, NA.

DEPARTURE PROCEDURE: **Rwys 3, 8, 12**, turn left.

**Rwys 26, 30**, turn right. All Aircraft climb to 9500 to TOMBS INT via FHU VOR R-021 or 018° bearing from DAO NDB.

## GLENDALE, AZ

### GLENDALE MUNI

TAKE-OFF MINIMUMS: **Rwy 19**, NA-ATC.

DEPARTURE PROCEDURE: **Rwy 1**, Use DRAKE (RNAV) DEPARTURE.

## GLOBE, AZ

### SAN CARLOS APACHE (P13)

#### AMDT 2 08101 (FAA)

DEPARTURE PROCEDURE: Use IZTIR DEPARTURE.

**GOODYEAR, AZ****PHOENIX GOODYEAR**TAKE-OFF MINIMUMS: **Rwy 3**, NA-ATC.DEPARTURE PROCEDURE: **Rwy 21**, Use POTER DEPARTURE.**GRAND CANYON, AZ****GRAND CANYON NATIONAL PARK**TAKE-OFF MINIMUMS: **Rwy 3**, NA-environmental.DEPARTURE PROCEDURE: **Rwy 21**, use GRAND DEPARTURE.**HEBER CITY, UT****HEBER CITY MUNI-RUSS MCDONALD FIELD**DEPARTURE PROCEDURE: **Rwy 3**, Use COOLI RNAV DEPARTURE.**HILL AFB (KHIF)****OGDEN, UT**

Diverse departures not authorized, use radar vectors or published Departure Procedures (DP) for obstacle avoidance.

**HUNTINGTON, UT****HUNTINGTON MUNI (69V)**

AMDT 2A 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 26, 36**, NA. **Rwy 30**, 1700-3 or std. with a min. climb of 300' per NM to 8100. DEPARTURE PROCEDURE: **Rwys 8, 12**, climbing left turn direct PUC VOR/DME...**Rwy 30**, climbing right turn direct PUC VOR/DME....

...continue climb in PUC VOR/DME holding pattern (hold S, right turns, 009° inbound) to MEA for direction of flight.

NOTE: **Rwy 8**, tree 2663' from DER, 922' left of centerline, 40' AGL/5979' MSL. **Rwy 12**, tree 333' from DER, 132' right of centerline, 40' AGL/5919' MSL.**Rwy 30**, tree 2065' from DER, 875' left of centerline, 40' AGL/5999' MSL.**KANAB, UT****KANAB MUNI (KNB)**

AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. with min. climb of 742' per NM to 6600, or 1100-3 with min. climb of 535' per NM to 6900, or 2400-3 for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 19**, climb heading 171° to 6800 before turning. **Rwy 1**, climb heading 006° to 6100 before turning, or for climb in visual conditions, cross Kanab Muni airport at or above 7100 before proceeding on course.NOTE: **Rwy 1**, vent on building 554' from DER, 370' left of centerline, 16' AGL/4884' MSL. Trees beginning 1138' from DER, 302' left of centerline, up to 100' AGL/5939' MSL. Rising terrain and trees beginning 1.68 NM from DER, 247' right of centerline, up to 100' AGL/5239' MSL. Rising terrain and trees beginning 1.76 NM from DER, 766' left of centerline, up to 100' AGL/5599' MSL. Rising terrain beginning 3.5 NM from DER, left and right of centerline, up to 6359' MSL. **Rwy 19**, trees beginning 271' from DER, 506' right of centerline, up to 100' AGL/4899' MSL.**KINGMAN, AZ****KINGMAN**TAKE-OFF MINIMUMS: **Rwys 3, 17, 21, 35**, 800-1 or std. with a min. climb of 210' per NM to 7000.

DEPARTURE PROCEDURE: Climb northbound on IGM R-010 until reaching 6000; reverse course to the left and continue climb to 9000 direct to IGM. If unable to cross IGM at 9000 continue climb in IGM holding pattern (SW, left turns, 027° inbound).

**LAGUNA AAF (LGF)****YUMA PROVING GROUND, AZ (03247)****Rwy 6**, 18, 36 turn right, climb to 3600 direct BZA VORTAC.**Rwy 24** climb to 3600 direct to BZA VORTAC.

TAKE-OFF OBSTACLES:

**Rwy 18**: 386' (6' AGL) windsock, 818' from departure end of rwy, 194' left of centerline.**LAKE HAVASU CITY, AZ****LAKE HAVASU CITY**TAKE-OFF MINIMUMS: **Rwy 14**, 300-1½ or std. w/ min. climb of 278' per NM to 1200. **Rwy 32**, 600-1½ or std. w/ min. climb of 492' per NM to 1100.DEPARTURE PROCEDURE: **Rwy 14**, climbing right turn heading 300° to intercept EED VORTAC R-155 to EED VORTAC, climb in EED VORTAC holding pattern (east, right turn, 257° inbound) to cross EED VORTAC at or above airway MEA for route of flight. **Rwy 32**, climbing left turn heading 290° to intercept EED VORTAC R-155 to EED VORTAC, climb in EED VORTAC holding pattern (east, right turn, 257° inbound) to cross EED VORTAC at or above airway MEA for route of flight.NOTE: **Rwy 14**, obstruction light on transmission tower, 1.2 NM from departure end of runway, 1885' left of centerline, 151' AGL/1027' MSL. Transmission tower 1.4 NM from departure end of runway, 1953' left of centerline, 145' AGL/1058' MSL. Bush 1080' from departure end of runway, 500' left of centerline, 31' AGL/825' MSL. Terrain 145' from departure end of runway, 347' left of centerline, 14' AGL/797' MSL. Bush 1256' from departure end of runway, 255' left of centerline, 35' AGL/818' MSL. **Rwy 32**, obstruction light on transmission tower 4052' from departure end of runway, 932' right of centerline, 180' AGL/974' MSL. Transmission tower 2504' from departure end of runway, 1009' right of centerline, 112' AGL/903' MSL.

## LAS VEGAS, NV

## HENDERSON EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 17L/R**, Cat A/B std. with a min. climb of 491' per NM to 6000, or 2100-3 for climb in visual conditions, Cat C/D NA. **Rwy 35L/R**, Cat A/B std. with a min. climb of 312' per NM to 4700, or 2100-3 for climb in visual conditions, Cat C/D NA.

DEPARTURE PROCEDURE: **Rwy 17L/R**, climbing right turn via LAS R-157 to LAS VORTAC before proceeding on course, or for climb in visual conditions: Cross Henderson Executive Airport eastbound at or above 4500, then via BLD R-249 to BLD VORTAC. **Rwy 35L/R**, climbing right turn via BLD R-257 to BLD VORTAC before proceeding on course, or for climb in visual conditions: Cross Henderson Executive Airport eastbound at or above 4500, then via BLD R-249 to BLD VORTAC.

NOTE: **Rwy 17L**, tree 5610' from departure end of runway, 82' left of centerline, 100' AGL/2739' MSL. Tree 1.9 miles from departure end of runway, 1495' left of centerline, 100' AGL/2859' MSL. **Rwy 17R**, tree 4041' from departure end of runway, 859' left of centerline, 100' AGL/2739' MSL.

## MCCARRAN INTL (LAS)

## AMDT 6 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 19L/R**, std. w/ min. climb of 210' per NM to 2600. **Rwy 25R**, 300-2 or standard with a minimum climb of 230' per NM to 2600.

DEPARTURE PROCEDURE: **Rwys 1L/R**, climbing right turn direct BLD VORTAC before proceeding on course. **Rwys 7L/R**, climb heading 075° to 3700, then climbing right turn direct BLD VORTAC before proceeding on course. **Rwys 25L/R**, climb heading 255° to 2800, then climbing right turn direct BLD VORTAC before proceeding on course. **Rwys 19L/R**, climbing left turn via heading 120° and BLD R-257 direct BLD VORTAC before proceeding on course.

NOTE: **Rwy 1L**, building 1508' from DER, 463' left of centerline, 71' AGL/2146' MSL. Pole 453' from DER, 283' left of centerline, 38' AGL/2118' MSL. Sign 1042' from DER, 694' left of centerline, 35' AGL/2124' MSL. **Rwy 1R**, sign 1331' from DER, 448' right of centerline, 60' AGL/2120' MSL. Vents 604' from DER, 539' right of centerline, up to 17' AGL/2095' MSL. **Rwy 7L**, trees 761' from DER, left and right of centerline, up to 42' AGL/2074' MSL. Pole 747' from DER, 442' right of centerline, 25' AGL/2057' MSL. **Rwy 7R**, tower 1457' from DER, 847' right of centerline, 65' AGL/2096' MSL. **Rwy 19L**, multiple buildings, trees and poles 1394' from DER, 251' right of centerline, up to 96' AGL/2284' MSL. Sign 2181' from DER, 1062' right of centerline, 36' AGL/2236' MSL. **Rwy 19R**, trees 1563' from DER, 329' left of centerline, up to 55' AGL/2236' MSL. Multiple buildings, signs and poles 197' from DER, 59' right of centerline, up to 75' AGL/2291' MSL. **Rwy 25L**, multiple poles, sign and buildings 1003' from DER, 145' left of centerline, up to 97' AGL/2291' MSL. Tree 2837' from DER, 1008' left of centerline, 72' AGL/2230' MSL. Railroad 2564' from DER, 773' left of centerline, 66' AGL/2223' MSL. **Rwy 25R**, multiple poles and trees 533' from DER, 1' left of centerline, up to 271' AGL/2457' MSL. Building 1822' from DER, 652' left of centerline, 59' AGL/2238' MSL. Roads 669' from DER, 17' right of centerline, up to 29' AGL/2208' MSL.

## LAS VEGAS, NV (CON'T)

## NORTH LAS VEGAS (VGT)

AMDT 3 08045 (FAA)

DEPARTURE PROCEDURE: Use BOULDER CITY DEPARTURE.

## LOGAN, UT

## LOGAN-CACHE (LGU)

AMDT 8 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10,28**, NA-obstacles. DEPARTURE PROCEDURE: **Rwys 17, 35**, use ORNEY DEPARTURE.

## LOVELOCK, NV

## DERBY FIELD (LOL)

ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 2300-2 or std. with a min. climb of 300' per NM to 6200. **Rwy 7**, 1100-1 or std. with a min. climb of 250' per NM to 5000. **Rwys 19, 25**, 2300-2 or std. with a min. climb of 260' per NM to 6200. DEPARTURE PROCEDURE: **Rwy 1**, turn right. **Rwys 7, 19, 25**, turn left, climb direct LLC VORTAC. Aircraft departing 330° CW 359° climb via LLC R-333 to ROBUD INT; 360° CW 089° climb in LLC VORTAC holding pattern (hold NW, left turns, 153° inbound) to depart LLC VORTAC at or above 8600; 090° CW 219° climb on course; 220° CW 329° climb in LLC VORTAC holding pattern to depart LLC VORTAC at or above 8600. Continue climb on course to MEA or assigned altitude.

## LUKE AFB (KLUF)

GLENDAL, AZ . . . . . AMDT 3, 09183

Diverse departures not authorized.

Use published DP, if unable to comply with DP notify clearance delivery and request RADAR Vectors.

## TAKE-OFF OBSTACLES:

**Rwy 3L**: Taxiing aircraft, 19' AGL/1126' MSL, 1221' from DER, 782' left of centerline. Taxiing aircraft, 19' AGL/1126' MSL, 1407' from DER, 609' left of centerline. Weather equipment, 15' AGL/1117' MSL, 759' from DER, 505' right of centerline. Weather equipment, 15' AGL/1117' MSL, 1209' from DER, 505' right of centerline. Building, 20' AGL/1127' MSL, 1620' from DER, 925' left of centerline.

**Rwy 21L**: Taxiing aircraft, 38' AGL/1120' MSL, 1428' from DER, 774' left of centerline.

## MESA, AZ

## FALCON FIELD (FFZ)

AMDT 4 10210 (FAA)

DEPARTURE PROCEDURE: use MESA DEPARTURE.

## MESQUITE, NV

## MESQUITE

TAKE-OFF MINIMUMS: **Rwy 1**, 900-3, or std. with a min. climb of 620' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 1**, climbing left turn, **Rwy 19**, climbing right turn. All aircraft climb direct MMM VORTAC. Aircraft departing MMM R-149 CW R-220 climb on course. All others continue climb via MMM R-196 to 6100 and reverse course to cross MMM VORTAC at or above: R-221 CW R-270 and R-331 CW R-060, 6100; R-271 CW R-330, 7300; R-061 CW R-150, 8300.



**MICHAEL AAF (KDPG),**

DUGWAY PROVING GROUND, UT

.....Amdt 1, 09099  
**Rwy 12, 4700-3\***  
 \*Or standard with minimum climb of 305 ft/NM to 6100.

DEPARTURE PROCEDURES: **Rwy 12** Climb via heading 122° to 6100, then right turn direct DPG NDB. Continue climb in DPG NDB holding pattern (Hold W, LT, 080° inbound) to 9600 before proceeding on course, or for climb in visual conditions: Cross Michael AAF, Dugway Proving Ground at or above 8900 before proceeding on course. **Rwy 30** Climb via heading 302° to 6100 then left turn direct DPG NDB, continue climb in DPG NDB holding pattern (Hold W, LT, 080° inbound) to 9600 before proceeding on course.

**MILFORD, UT**

MILFORD MUNI/BEN AND JUDY BRISCOE FIELD

TAKE-OFF MINIMUMS: **Rwy 34**, CAT A, B 1200-2 or std. with a min. climb of 360' per NM to 6500. CAT C, D NA. DEPARTURE PROCEDURE: **Rwy 16**, climb direct MLF VORTAC. **Rwy 34**, climbing left turn direct MLF VORTAC. Aircraft departing MLF R-170 CW R-210 climb on course. All other aircraft continue climb southbound via MLF R-190 to 7600, then climbing right turn to cross MLF VORTAC at or above 9000, then climb on course.

**MINDEN, NV**

MINDEN-TAHOE

TAKE-OFF MINIMUMS: **Rwys 12, 16, 30**, NA. **Rwy 34**, 4000-3 or std. with a min. climb of 531' per NM to 8700. DEPARTURE PROCEDURE: **Rwy 34**, use MINDEN RNAV DEPARTURE.

**MOAB, UT**

CANYONLANDS FIELD

TAKE-OFF MINIMUMS: **Rwy 3**, std. with a min. climb of 320' per NM to 5800. **Rwy 21**, std. with a min. climb of 330' per NM to 5400. DEPARTURE PROCEDURE: **Rwy 3**, turn left. **Rwy 21**, turn right climb to 6700 via OAB R-293, then climbing right turn direct OAB VOR/DME. Climb in OAB holding pattern (NW, left turns, 113° inbound) to 10000 then proceed on course.

NOTE: **Rwy 3**, tree 4383' from departure end of runway, 1507' right of centerline, 50' AGL/4729' MSL. Road 1749' from departure end of runway, 905' left of centerline, 15' AGL/4635' MSL. Tree 3914' from departure end of runway, 1166' right of centerline, 50' AGL/4690' MSL. Tree 1.25 NM from departure end of runway, 400' right of centerline, 50' AGL/4758' MSL. **Rwy 21**, pole 2026' from departure end of runway, 78' right of centerline, 80' AGL/4625' MSL. Pole 2061' from departure end of runway, 40' right of centerline, 80' AGL/4625' MSL. Pole 2095' from departure end of runway, 857' right of centerline, 80' AGL/4623' MSL. Pole 1980' from departure end of runway, 344' right of centerline, 80' AGL/4602' MSL.

**NELLIS AFB (KLSV)**

LAS VEGAS, NV

08241

**Rwy 3L/R**, 10,200-3\* SR-SS**Rwy 21L/R**, 10,200-3\* SR-SS

Diverse departure not authorized.

MILITARY: Use published DP, if unable to comply with DP climb gradient file appropriate DP for intended destination and notify clearance delivery and request RADAR Vectors (Climb Gradient of 300' per NM until 12,000 for RADAR Vectors). If unable to comply with RADAR Vector climb gradient, A/C must depart VFR.

\* CIVIL: Use published DP, if unable to comply with DP climb gradient file appropriate DP for intended destination and notify clearance delivery and request RADAR Vectors (Climb Gradient of 330' per NM until 12,000 for RADAR Vectors). If unable to comply with RADAR Vectors climb gradient, A/C may use published weather minimums or depart VFR.

TAKE-OFF OBSTACLES: **RWY 3L**: Terrain 0' AGL/1870' MSL, 0' inward of DER, 500' left of centerline. Road 15' AGL/1934' MSL, 1321' from DER, 802' left of centerline. **RWY 3R**: C-5 on taxiway 65' AGL/1936' MSL, 1345' from DER, 822' right of centerline. Road 15' AGL/2014' MSL, 3929' from DER, 1404' right of centerline. **RWY 21L**: Trees 90' AGL/1949' MSL, 4594' from DER, 1596' right of centerline. Trees 90' AGL/1949' MSL, 4940' from DER, 541' right of centerline. Trees 60' AGL/1899' MSL, 929' from DER, 724' left of centerline. Trees 60' AGL/1899' MSL, 946' from DER, 626' left of centerline. Trees 60' AGL/1899' MSL, 2720' from DER, 341' left of centerline. Trees 60' AGL/1899' MSL, 2514' from DER, 403' left of centerline. **RWY 21R**: Terrain 0' AGL/1835' MSL, 0' inward of DER, 500' right of centerline. Trees 90' AGL/1949' MSL, 4594' from DER, 597' right of centerline. Building 45' AGL/1904' MSL, 2274' from DER, 1037' right of centerline. Road 15' AGL/1874' MSL, 1404' from DER, 465' right of centerline.

**NOGALES, AZ**

NOGALES INTL (OLS)

AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: Use NOGALES DEPARTURE.

**OGDEN, UT**

OGDEN-HINCKLEY (OGD)

AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 16**, NA- Obstacles.

DEPARTURE PROCEDURE: **Rwys 3, 21, 25, 34**, Use EMONT DEPARTURE.



## PAGE, AZ

PAGE MUNI (PGA)  
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25**, NA—obstacles **Rwy 15**, 300-1 or std. w/ min. climb of 252' per NM to 6500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15**, climb via 157° heading to 6000, then climbing right turn to PGA VOR/DME, cross PGA VOR/DME at or above 7700. Continue climb in PGA VOR/DME holding pattern (hold NW, right turns, 147° inbound) to airway MEA, or climb in visual conditions: cross Page airport at or above 6100, before proceeding on course. **Rwy 33**, climb via 337° heading to 6000, then climbing left turn to PGA VOR/DME. Cross PGA VOR/DME at or above 7700. Continue climb in PGA VOR/DME holding pattern (hold NW, right turns, 147° inbound) to airway MEA.

NOTE: **Rwy 15**, terrain 192' from departure end of runway, 274' right of centerline, 4323' MSL, tree 1.07 NM from departure end of runway, 167' left of centerline, 4519 MSL, transmission lines 1.96 NM from departure end of runway, 825' left of centerline, 100' AGL/4519' MSL, power line 4.00 NM from departure end of runway, 3606' right of centerline, 75' AGL/4819' MSL, power line 4.35 NM from departure end of runway, 3968' right of centerline, 75' AGL/4919' MSL, power line 5.36 NM from departure end of runway, 5039' right of centerline, 75' AGL/5119' MSL, power line 4.51 NM from departure end of runway, 4136' right of centerline, 75' AGL/5019' MSL, tree 4.52 NM from departure end of runway, 1508' right of centerline, 100' AGL/5173' MSL, AAO 4.58 NM from departure end of runway, 1617' right of centerline, 200' AGL/5187' MSL, AAO 5.15 NM from departure end of runway, 4456' left of centerline, 200' AGL/5190' MSL, tree 5.56 NM from departure end of runway, 4097' right of centerline, 30' AGL/5249' MSL, AAO 5.98 NM from departure end of runway, 653' left of centerline, 200' AGL/5440' MSL.

## PARKER, AZ

AVI SUQUILLA

TAKE-OFF MINIMUMS: **Rwy 1**, 800-1½. **Rwy 19**, 300-1. DEPARTURE PROCEDURE: **Rwy 19**, right turn. **Rwy 1**, left turn. Climb via R-067 to PKE VORTAC, to cross above 4500. Continue climb on course to MEA or assigned altitude.

## PAYSON, AZ

PAYSON

TAKE-OFF MINIMUMS: **Rwy 6**, std. with a min. climb of 360' per NM to 9300, or 2500-3 for climb in visual conditions. **Rwy 24**, std. with a min. climb of 375' per NM to 9300, or 2500-3 for climb in visual conditions. DEPARTURE PROCEDURE: **Rwys 6, 24**, for climb in visual conditions: Cross Payson Airport at or above 7500, then proceed on course.

NOTE: **Rwy 24**, bush 15' from departure end of runway, 133' right of centerline, 6' AGL/5148' MSL. Tree 320' from departure end of runway, 183' right of centerline, 12' AGL/5154' MSL. Fence 85' from departure end of runway, 84' left of centerline, 4' AGL/5141' MSL. Tree 164' from departure end of runway, 126' left of centerline, 9' AGL/5147' MSL.

## PHOENIX, AZ

PHOENIX-DEER VALLEY

DEPARTURE PROCEDURE: Use DEER VALLEY DEPARTURE.

## PHOENIX SKY HARBOR INTL (PHX)

AMDT 4A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26**, 700-3 or std. with a min. climb of 358' per NM to 2000.

DEPARTURE PROCEDURE: **Rwys 7L, 7R, 8**, climb via 078° heading to 3000, then climbing right turn direct PHOENIX (PXR) VORTAC. **Rwys 25L, 25R**, climb via 258° heading to 1550 then climbing right turn to join the PXR R-260 (V16) westbound, climb to 5000. **Rwy 26**, climb via 258° heading to 1550 then climbing left turn to join the PXR R-260 (V16) westbound, climb to 5000. Westbound departures continue climb on PXR R-260.

All others, climbing right turn direct PXR VORTAC. NOTE: **Rwy 7L**, building 1332' from DER, 798' left of centerline, 67' AGL/1176' MSL. **Rwy 7R**, rod 716' from DER, 184' right of centerline, 87' AGL/1196' MSL. **Rwy 8**, light standard 3530' from DER, 1207' left of centerline, 123' AGL/1232' MSL. Light standard 3479' from DER, 1003' left of centerline, 118' AGL/1227' MSL. **Rwy 25L**, light standard 1129' from DER, 774' left of centerline, 91' AGL/1200' MSL. ASDE-X equipment 411' from DER, 531' left of centerline, 29' AGL/1135' MSL. **Rwy 26**, light 59' from DER, 63' right of centerline, 16' AGL/1125' MSL. Pole 58' from DER, 90' right of centerline, 25' AGL/1125' MSL. Light 78' from DER of runway, 64' right of centerline, 18' AGL/1127' MSL. Light 38' from DER, 440' left of centerline, 24' AGL/1135' MSL. Light standard 77' from DER, 453' left of centerline, 27' AGL/1136' MSL. Light standard 74' from DER, 456' right of centerline, 33' AGL/1142' MSL. Light standard 77' from DER, 434' right of centerline, 31' AGL/1140' MSL. Tree 113' from DER, 294' right of centerline, 24' AGL/1133' MSL. Building 2.32 NM from DER, 3309' right of centerline, 406' AGL/1496' MSL. Building 2.28 NM from DER, 3612' right of centerline, 663' AGL/1750' MSL. Tree 234' from DER, 214' right of centerline, 24' AGL/1133' MSL. Light standard 64' from DER, 68' left of centerline, 39' AGL/1125' MSL. ASDE-X equipment 897' from DER, 413' right of centerline, 35' AGL/1141' MSL.

## PHOENIX-MESA GATEWAY (IWA)

AMDT 1 10042 (FAA)

DEPARTURE PROCEDURE: use PHOENIX DEPARTURE.

## PRESCOTT, AZ

ERNEST A. LOVE FIELD

TAKE-OFF MINIMUMS: **Rwy 12**, 2700-2 or std. with a min. climb of 460' per NM to 8100. **Rwy 21L**, 2700-2 or std. with a min. climb of 500' per NM to 8100. **Rwy 30**, 300-1 or std. with a min. climb of 300' per NM to 5200. **Rwy 3L, 21R**, NA.

DEPARTURE PROCEDURE: **Rwy 3R**, turn left heading 250° to intercept DRK R-305. **Rwy 12**, turn right direct DRK VORTAC. **Rwy 21L**, turn right heading 335° to intercept DRK R-305. **Rwy 30**, climb direct DRK VORTAC. All aircraft continue climb via DRK R-305 to 9000. Aircraft departing via DRK R-305 continue climb on course. All other aircraft turn right direct DRK VORTAC then climb on course.

## PRICE, UT

CARBON COUNTY RGNL/BUCK DAVIS FLD  
(PUC)

AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7, NA** - per flight check **Rwy 32**, std. w/ min. climb of 425' per NM to 7000, or 3400-3 for climb in visual conditions. **Rwy 36**, std. w/ min. climb of 400' per NM to 7200, or 3400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14**, climb on a heading between 126° CW to 193°, thence... **Rwy 18**, climb on a heading between 192° CCW to 125°, thence... **Rwy 25**, climb on a heading between 176° CCW to 124°, thence... **Rwy 32**, climb to 7000 then climbing left turn on a heading between 175° CCW to 145°, thence... **Rwy 36**, climb to 6400 then climbing right turn on a heading between 141° CW to 184°, maintain 210K until completion of turn, thence... continue climb to assigned altitude for direction of flight. **Rwys 32, 36**, for climb in visual conditions cross Carbon County Rgnl/ Buck Davis Field at or above 9200 before proceeding on course.

NOTE: **Rwy 14**, multiple trees beginning 121' from DER, 3' left of centerline, up to 40' AGL/5839' MSL. **Rwy 25**, trees 515' from DER, 535' right of centerline, up to 40' AGL/5879' MSL. **Rwy 32**, trees 9544' from DER, 1644' left of centerline, up to 40' AGL/6900' MSL. Trees 11332' from DER, 74' right of centerline, up to 40' AGL/6800' MSL. **Rwy 36**, poles 2599' from DER, 615' left of centerline, 40' AGL/6079' MSL. Poles 2715' from DER, 668' right of centerline, 59' AGL/6098' MSL.

## PROVO, UT

PROVO MUNI

DEPARTURE PROCEDURE: Use PROVO  
DEPARTURE.

## RENO, NV

RENO/STEAD (RTS)

AMDT 3A 09183 (FAA)

TAKE-OFF MINIMUMS: CAT A,B only, CAT C,D NA. **Rwys 8, 14**, 1300-2 or std. with a min. climb of 400' per NM to 6500. **Rwy 26**, 1900-2 or std. with a min. climb of 410' per NM to 7200. **Rwy 32**, 2300-2 or std. with a min. climb of 420' per NM to 7200.

DEPARTURE PROCEDURE: **Rwys 8, 32**, climbing right turn heading 100° and FMG VORTAC R-314 to FMG VORTAC. **Rwy 14**, left turn climb direct FMG VORTAC. **Rwy 26**, climbing right turn heading 050° and FMG VORTAC R-314 to FMG VORTAC. **All aircraft** climb in FMG VORTAC holding pattern (NE, right turns, 221° inbound) to depart FMG VORTAC; R-260 CW R-170 at or above 10000; R-171 CW R-195 at or above 10500; R-196 CW R-259 at or above 12000.

## RENO, NV (CON'T)

RENO/TAHOE INTL (RNO)  
AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7, NA**-terrain. **Rwy 16L**, std. w/ min. climb of 730' per NM to 8000, or 600-1½ w/ min. climb of 480' per NM to 8000, or 2700-3 for climb in visual conditions. **Rwy 16R**, std. w/ the following minimum climb requirements: 210 knots or less, 385' per NM to 8000; more than 210 knots, 420' per NM to 8900, or 2700-3 for climb in visual conditions. **Rwy 25**, normal speed after passing FMG VORTAC. **Rwys 25**, std. w/ min. climb of 470' per NM to 7800, or 2700-3 for climb in visual conditions. **Rwy 34L**, std. w/ min. climb of 320' per NM to 7000, or 2700-3 for climb in visual conditions. **Rwy 34R**, std. w/ min. climb of 480' per NM to 7000, or 500-1½ w/ min. climb of 320' per NM to 7000, or 2700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 16L/R**, climb heading 164° to 6600 then climbing left turn direct FMG VORTAC, thence... for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence... **Rwy 25**, climb heading 254° to 5000 then climbing right turn direct FMG VORTAC, thence... for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence... **Rwys 34L/R**, climb heading 344° to 7000 then climbing right turn direct FMG VORTAC, thence... for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence...

**All aircraft:** continue climb in FMG VORTAC holding pattern (northeast, left turn, 221° inbound) to cross FMG VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 16L**, multiple poles, trees, bushes and terrain beginning 618' from departure end of runway, 133' left of centerline, up to 20' AGL/4961' MSL. **Rwy 16R**, multiple trees 2784' from departure end of runway, 171' right of centerline, up to 20' AGL/4510' MSL. Multiple trees and terrain beginning 746' from departure end of runway, 380' left of centerline, up to 20' AGL/4703' MSL. **Rwy 25**, multiple trees and poles beginning 829' from departure end of runway, 201' right of centerline, up to 103' AGL/4523' MSL. Building 6023' from departure end of runway, 456' right of centerline, 152' AGL/4608' MSL. Fence 222' from departure end of runway, 270' right of centerline, up to 5' AGL/4415' MSL. Multiple trees and poles beginning 500' from departure end of runway, 31' left of centerline, up to 20' AGL/4506' MSL. **Rwy 34L**, multiple trees and poles beginning 1229' from departure end of runway, 180' right of centerline, up to 20' AGL/4498' MSL. Multiple trees beginning 1193' from departure end of runway, 331' left of centerline, up to 20' AGL/4489' MSL. **Rwy 34R**, multiple trees and poles beginning 1067' from departure end of runway, 172' right of centerline, up to 20' AGL/4497' MSL. Multiple trees and poles beginning 1230' from departure end of runway, 350' left of centerline, up to 20' AGL/4498' MSL. Building 1.2 NM from departure end of runway, 1730' right of centerline, 363' AGL/4780' MSL.

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## RICHFIELD, UT

RICHFIELD MUNI (RIF)  
AMDT 1 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 1**, use RICHFIELD (RNAV) DEPARTURE. **Rwy 19**, use HAMET (RNAV) DEPARTURE.

## ROOSEVELT, UT

ROOSEVELT MUNI

TAKE-OFF MINIMUMS: **Rwy 25**, 700-3 or std. with a min. climb of 300' per NM to 6100.

DEPARTURE PROCEDURE: **Rwy 7**, turn right. **Rwy 25**, turn left. **All aircraft**, climb direct MTU VORTAC. Aircraft departing MTU VORTAC R-040 CWR-150, climb on course. All others continue climb in MTU holding pattern (NE, right turns, 213° inbound) to cross MTU VORTAC; R-151 CWR-290 at or above 8000; R-291 CWR-039 at or above 10,000. Then climb on course.

## SAFFORD, AZ

SAFFORD RGNL (SAD)  
AMDT 1 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA - Airspace.  
DEPARTURE PROCEDURE: **Rwys 12, 30**, use SAFFORD RNAV DEPARTURE.

## ST. GEORGE, UT

ST. GEORGE MUNI

TAKE-OFF MINIMUMS: **Rwy 34**, 1500-2 or std. with a min. climb of 325' per NM to 4000.

DEPARTURE PROCEDURE: **Rwy 16**, turn left. **Rwy 34**, turn right. Climb in OZN VOR/DME holding pattern (hold SE, right turns, 296° inbound) to depart OZN VOR/DME at or above MEA for direction of flight.

## ST. JOHNS, AZ

ST. JOHNS INDUSTRIAL AIR PARK (SJN)  
AMDT 1A 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 400-2 or std. with a min. climb of 205' per NM to 6200.  
DEPARTURE PROCEDURE: **Rwys 3, 32**, climbing right turn, **Rwys 14, 21**, climbing left turn. **All aircraft**, climb direct SJN VORTAC. Aircraft departing SJN VORTAC R-240 CWR-080 climb on course. All others continue climb in SJN VORTAC holding pattern (Hold NE, right turns, 239° inbound) to cross SJN VORTAC at or above 9000.

NOTE: **Rwy 14**, 5790' tower 350' right abeam departure end of runway.

## SALT LAKE CITY, UT

SALT LAKE CITY INTL (SLC)  
AMDT 11 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 400-1 or std. w/min. climb of 498' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 14**, climb to 10000 via heading 189° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 16R**, climb to 10000 via heading 161° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 16L**, climb to 10000 via heading 161° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 17**, climb to 10000 via heading 166° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 32**, climb to 9,000 via heading 359° and OGD R-153 to OGD VORTAC before proceeding on course. **Rwy 34L**, climb to 9000 via heading 341° and OGD R-153 to OGD VORTAC before proceeding on course. **Rwy 34R**, climb to 9000 via heading 341° and OGD R-153 to OGD VORTAC before proceeding on course. **Rwy 35**, climb to 9000 via heading 336° and OGD R-153 to OGD VORTAC before proceeding on course.

NOTE: **Rwy 14**, antenna 1349' from DER, 544' left of centerline, 42' AGL/4263' MSL. **Rwy 16L**, vehicle on road 124' from DER, 14' right of centerline, 15' AGL/4239' MSL. Light pole 988' from DER, 726' right of centerline, 34' AGL/4254' MSL. Pole 1024' from DER, 689' right of centerline, 34' AGL/4254' MSL. **Rwy 17**, vehicles on road beginning 335' from DER, on centerline, up to 17' AGL/4241' MSL. **Rwy 32**, ATC tower 5266' from DER, 1767' left of centerline, 335' AGL/4549' MSL. Crane 5196' from DER, 1630' left of centerline, 240' AGL/4463' MSL. Flag on obstruction light 5153' from DER, 1619' left of centerline, 249' AGL/4463' MSL. Aircraft beginning 989' from DER, 722' left of centerline, up to 79' AGL/4306' MSL. **Rwy 34R**, post 13' from DER, 349' right of centerline, 3' AGL/4227' MSL. **Rwy 35**, post 56' from DER, 249' left of centerline, 2' AGL/4220' MSL.

## SOUTH VALLEY RGNL AIRPORT (U42)

AMDT 4A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 2400-3 or std. with a min. climb of 295' per NM to 7700. **Rwy 34**, std. with a min. climb of 353' per NM to 9500.

DEPARTURE PROCEDURE: **Rwy 16**, climbing left turn to 9600 via heading 136° and V21 (TCH R-161 FFU R-341) to FFU VORTAC. Aircraft departing FFU R-156 CWR-263 and R-308 CWR R-359 climb on course. All others continue climb in FFU VORTAC holding pattern (S, right turns, 008° inbound) to cross FFU VORTAC at or above: R-360 CWR-093 12400; R-094 CWR-138 10600; R-139 CWR-155 11300; R-264 CWR-307 11500. **Rwy 34**, climbing right turn to 9500 via heading 026° and V21 (TCH R-161) to TCH VORTAC. Aircraft departing TCH R-144 CWR-176 and R-217 CWR R-355 climb on course. All others continue climb in TCH VORTAC holding pattern (NW, right turns, 116° inbound) to cross TCH VORTAC at or above: R-356 CWR-116 10700; R-117 CWR-143 11600; R-177 CWR R-216 10100.

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## SCOTTSDALE, AZ

SCOTTSDALE (SDL)

AMDT 8 10042 (FAA)

DEPARTURE PROCEDURE: **Rwys 3, 21**, use MARICOPA DEPARTURE.

## SEDONA, AZ

SEDONA (SEZ)

AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, NA- Obstacles.

DEPARTURE PROCEDURE: **Rwy 21**, Use OATES RNAV DEPARTURE.

## SHOW LOW, AZ

SHOW LOW RGNL

DEPARTURE PROCEDURE: **Rwys 3, 6**, turn left.

**Rwys 21, 24**, turn right. All aircraft climb via 345 bearing from SOW NDB to DEHOG INT then climb on course.

## SPRINGERVILLE, AZ

SPRINGERVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 21**, 1000-2 or std. with a min. climb of 360' per NM to 8400.

DEPARTURE PROCEDURE: **Rwys 3, 11**, climbing left turn to 8400 via heading 360° before proceeding on course. **Rwys 21, 29**, climbing right turn to 8400 via 360° before proceeding on course.

## TAYLOR, AZ

TAYLOR MUNI

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 248' per NM to 6100.

DEPARTURE PROCEDURE: **Rwy 3/21**, climb on runway heading to 8000 before turning on course.

## TONOPAH, NV

TONOPAH

TAKE-OFF MINIMUMS: **Rwys 11, 29**, NA. **Rwys 15, 33**, 2600-2 or std. with a min. climb of 260' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 15**, turn left. **Rwy 33**, turn right. Climb direct TPH VORTAC. Continue climb in holding pattern (NE, right turns, 246° inbound) to depart TPH VORTAC at or above 8000. Climb on course to MEA or assigned altitude.

## TOOELE, UT

BOLINDER FIELD-TOOELE VALLEY

TAKE-OFF MINIMUMS: **Rwy 17**, std. with a min. climb of 490' per NM to 11000. **Rwy 35**, std. with a min. climb of 360' per NM to 9000.

DEPARTURE PROCEDURE: Use STACO DEPARTURE.

NOTE: **Rwy 17**, tree 794' from departure end of runway, 277' right of centerline, 35' AGL/4380' MSL. Tree 967' from departure end of runway, 432' right of centerline, 35' AGL/4394' MSL. Tree 1023' from departure end of runway, 313' right of centerline, 35' AGL/4395' MSL.

## TUCSON, AZ

MARANA RGNL

TAKE-OFF MINIMUMS: **Rwys 3, 12**, N/A-Obstacles DEPARTURE PROCEDURE: **Rwy 21**, climb to 6500 via heading 360° and TUS R-308 to TOTEC INT/TUS 57 DME, then as filed. **Rwy 30**, climb to 6500 via heading 303° intercept TUS R-308 above 3500, to TOTEC INT/TUS 57 DME, then as filed.

NOTE: **Rwy 21**, road 192' from departure end of runway, 527' left of centerline 15' AGL/2034' MSL.

## RYAN FIELD (RYN)

AMDT 3 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6L, 15, 24R, 33**, NA, ATC.

DEPARTURE PROCEDURE: **Rwys 6R, 24L**, use ALMON DEPARTURE.

## TUCSON INTL (TUS)

AMDT 4A 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1½ or std. w/ min. climb of 228' per NM to 3000.

DEPARTURE PROCEDURE: **Rwys 3, 29L, 29R**, climbing right turn direct to TUS VORTAC. **Rwys 11L, 11R** climb via runway heading to 4000 then climbing left turn direct TUS VORTAC. **Rwy 21**, climbing left turn direct to TUS VORTAC. All aircraft continue climbing in holding pattern (NW, right turns, 128° inbound) to depart TUS VORTAC at or above 9000.

NOTE: **Rwy 3**, tower 9215' from departure end of runway, 1689' left of centerline, 246' AGL/2831' MSL.

## VERNAL, UT

VERNAL RGNL

TAKE-OFF MINIMUMS: **Rwy 16**, 1500-2 or std with a min. climb of 250' per NM to 7000'. **Rwy 25**, 1500-2 or std. with a min. climb of 390' per NM to 7000. **Rwy 34**, 1600-2 pr std. with a min. climb of 330' per NM to 7000'.

DEPARTURE PROCEDURE: **Rwys 7, 34**, turn right.

**Rwys 16, 25**, turn left. All aircraft climb direct VEL.

Aircraft departing V391 S-bound climb on course. All others climb in holding pattern (SE, right turns, 322° inbound). Aircraft SW-bound V208 depart VEL at or above 8400', all others depart VEL at or above 9500'. Continue climb on course to MEA or assigned altitude.

## WENDOVER, UT

WENDOVER

TAKE-OFF MINIMUMS: **Rwy 26**, standard with a min. climb of 300' per NM to 7000. **Rwy 30**, NA.

DEPARTURE PROCEDURE: **Rwys 8, 12, 26**, climbing left turn direct BVL VORTAC. Aircraft departing BVL VORTAC R-330 CW R-150 climb on course. All others continue climb in BVL VORTAC holding pattern (Hold NE right turns, 247° inbound) to cross at or above 7400, then climb on course.

## WILLCOX, AZ

COCHISE COUNTY

DEPARTURE PROCEDURE: **Rwy 3**, turn right. **Rwy 21**, turn left. All aircraft climb direct CIE VORTAC.



## WINDOW ROCK, AZ

### WINDOW ROCK

TAKE-OFF MINIMUMS: **Rwy 2**, 700-2 or std. with a min. climb of 500' per NM to 8000. **Rwy 20**, 600-2 or std. with a min. climb of 260' per NM to 8200.

DEPARTURE PROCEDURE: **Rwy 2**, turn right.

**Rwy 20**, turn left direct to GUP VORTAC before proceeding on course.

NOTE: **Rwy 2**, terrain 3832' from departure end of runway, 1025' right of centerline, 6926' MSL. Poles 5220' from departure end of runway, 245' right of centerline, 180' AGL/6922' MSL. Tower 7067' from departure end of runway, 3072' left of centerline, 71' AGL/7316' MSL. Terrain 7449' from departure end of runway, 1612' left of centerline, 6991' MSL. Terrain 8776' from departure end of runway, 1851' left of centerline, 7109' MSL. Tree 9665' from departure end of runway, 1326' right of centerline, 7340' MSL. Tree 11326' from departure end of runway, 355' left of centerline, 7351' MSL. **Rwy 20**, trees 1018' from departure end of runway, 620' left of centerline, 30' AGL/6768' MSL.

## WINNEMUCCA, NV

### WINNEMUCCA MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, 2500-2 or std. with a min. climb of 450' per NM to 6800. **Rwys 14, 20**, 3200-2 or std. with a min. climb of 520' per NM to 7500.

DEPARTURE PROCEDURE: **Rwys 14, 20**, turn right.

**Rwy 2**, turn left. **Rwy 32**, climb straight ahead. All aircraft climb via INA R-326 to 6700 or above within 12 NM, then climbing left turn return to INA VOR/DME via R-326. Continue climb in INA VOR/DME holding pattern (hold NW, right turns, 146° inbound) to depart INA VOR/DME at or above 11000. Southbound aircraft continue via INA R-146 direct Fesko Int. Northbound aircraft continue via INA R-326 and SDO R-144 direct SDO VORTAC.

## YUMA MCAS/ YUMA INTL(KNYL)

YUMA, AZ . . . . . 09323

Diverse departures not auth between 360° CW 055° from 25 NM to 30 NM.

**Rwy 3L**: Cross DER at or above 35' AGL/228' MSL.

Diverse departures auth. Fr 083° CW 107°, std with minimum climb of 225'/NM to 3500'.

**Rwy 3R**: Cross DER at or above 35' AGL/242' MSL.

Diverse departures auth. Fr 083° CW 107°, std with minimum climb of 225'/NM to 3500'.

**Rwy 21L**: Cross DER at or above 35' AGL/223' MSL.

Diverse departures auth.

**Rwy 21R**: Cross DER at or above 35' AGL/227' MSL.

Diverse departures auth.

**Rwy 8**: Cross DER at or above 35' AGL/231' MSL.

Diverse departures auth. Fr 069° CW 123°, std with minimum climb of 230'/NM to 3500'.

**Rwy 26**: Cross DER at or above 35' AGL/230' MSL.

Diverse departures auth.

**Rwy 17**: Cross DER at or above 35' AGL/217' MSL.

Diverse departures auth. Fr 068° CW 109°, std with minimum climb of 220'/NM to 3500'.

**Rwy 35**: Cross DER at or above 35' AGL/231' MSL.

Diverse departures auth.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010





10210

## AIRPORT DIAGRAM

BULLHEAD CITY/ LAUGHLIN/ BULLHEAD INTL (IFP)  
AL-6967 (FAA) BULLHEAD CITY, ARIZONAAWOS-3  
119.825  
BULLHEAD TOWER ★  
123.9  
GND CON  
118.25FIELD  
ELEV  
701CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

D

35°10.0'N

ELEV  
625

91

1.0% UP

164.4°

FIRE  
STATION

TERMINAL

RWY 16-34  
S-75, D-200, 2D-400

△ 897

35°09.5'N

7500 X 150

VAR 121° E

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° WCONTROL  
TOWER

35°09.0'N

344.4°

ELEV  
699

34

114°34.0'W

114°33.5'W

114°33.0'W

## AIRPORT DIAGRAM

BULLHEAD CITY, ARIZONA  
BULLHEAD CITY/ LAUGHLIN/ BULLHEAD INTL (IFP)

10210

SW-4, 21 OCT 2010 to 18 NOV 2010

**LAUGHLIN/BULLHEAD INTL** (IFP) 1 N UTC-7 N35°09.36' W114°33.57'

701 B S6 FUEL 100LL, JET A OX 1, 2 TPA—See Remarks Class I, ARFF Index A

NOTAM FILE IFP

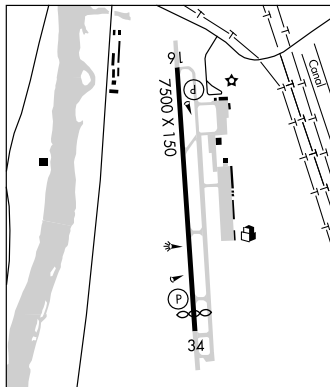
**Rwy 16-34:** H7500X150 (ASPH) S-75, D-200, 2D-400 MIRL 1.0% up S**Rwy 16:** REIL. PAPI(P4L)—GA 3.0° TCH 46'. Pole. Rgt tfc.**Rwy 34:** REIL. PAPI(P4L)—GA 3.0° TCH 45'. Thld displcd 500'.**RUNWAY DECLARED DISTANCE INFORMATION****Rwy 16:** TORA-7000 TODA-7000 ASDA-7000 LDA-7500**Rwy 34:** TORA-7500 TODA-7500 ASDA-7500 LDA-7000

**AIRPORT REMARKS:** Attended continuously. For services and fuel 1300-0700Z ctc frequency 122.85, between 0700-1300Z services and fuel not avbl. Mountains NW, NE, E and SE. TPA for light acft 1700(999), TPA for high performance acft 2200(1499).  
 ACTIVATE MIRL Rwy 16-34—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.825 (928) 754-4462. Plus precipitation.

**COMMUNICATIONS:** CTAF 123.9

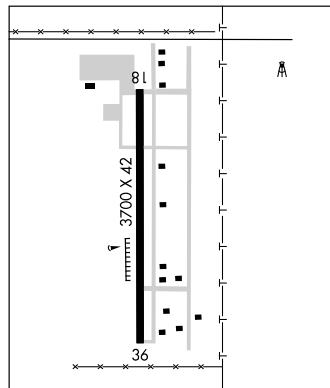
® **LOS ANGELES CENTER APP/DEP CON** 134.65

**L.A. CENTER CLNC DEL** 118.25 (when twr clsd)**BULLHEAD TOWER** 123.9 (1500-0100Z) **GND CON** 118.25**AIRSPACE:** CLASS D svc 1500-0100Z other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE EED.**NEEDLES (H) VORTAC** 115.2 EED Chan 99 N34°45.96'W114°28.45' 335° 23.7 NM to fld. 620/15E. **HIWAS.****PHOENIX****H-4J, L-7E****IAP, AD****SUN VALLEY** (A20) 7S UTC-7 N35°00.34' W114°33.90'

725 S2 FUEL 100LL NOTAM FILE PRC Not insp.

**Rwy 18-36:** H3700X42 (ASPH) LIRL**Rwy 18:** Road. **Rwy 36:** Rgt tfc.

**AIRPORT REMARKS:** Attended 1400-0100Z. Glider ops on west side of rwy. Glider traffic left hand pattern Rwy 36, right hand pattern Rwy 18. For Noise Abatement procedures: ctc arpt manager 928-870-7174. Rwy 18-36 + 2-5' brush 25' from rwy centerline entire length east side. Shallow ditch 25' in length located 40' right of Rwy 36. ACTIVATE LIRL Rwy 18-36—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.975**RADIO AIDS TO NAVIGATION:** NOTAM FILE EED.**NEEDLES (H) VORTAC** 115.2 EED Chan 99 N34°45.96'W114°28.45' 328° 15.0 NM to fld. 620/15E. **HIWAS.****PHOENIX****L-7E**

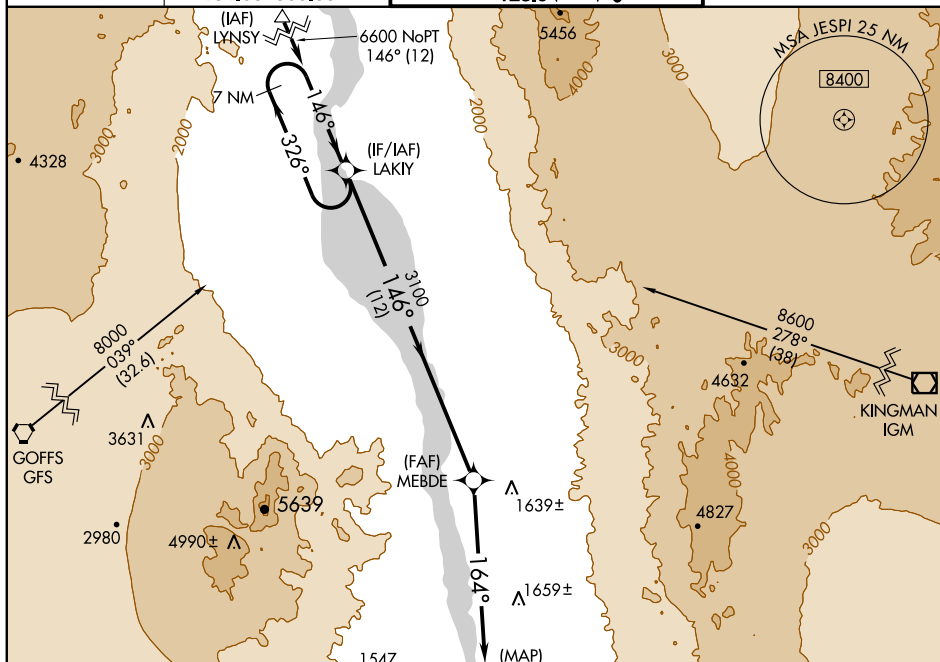
APP CRS  
**164°**Rwy Idg **7500**  
TDZE **688**  
Apt Elev **701**

## RNAV (GPS) RWY 16

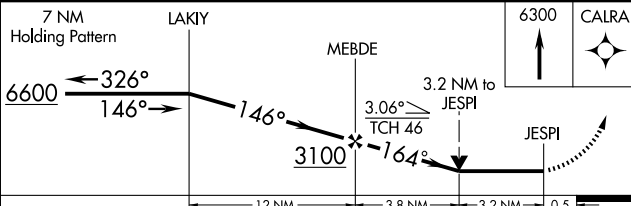
BULLHEAD CITY/LAUGHLIN/BULLHEAD INTL (IFP)

**▼** DME/DME RNP-0.3 NA. Procedure NA at night.  
**▲** Visibility reduction by helicopters NA.  
 When local altimeter setting not received, use Needles  
 altimeter setting and increase all MDA 100 feet.

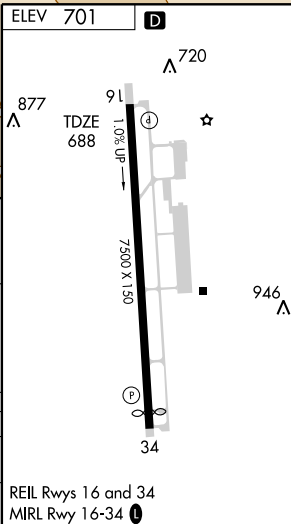
MISSED APPROACH: Climb to 6300 direct CALRA and hold,  
 continue climb-in-hold to 6300.

AWOS-3  
119.825LOS ANGELES CENTER  
**134.65 360.65**LAUGHLIN/BULLHEAD TOWER★  
**123.9 (CTAF) 0**GND CON  
**118.25**

MISSED APCH FIX

7 NM  
Holding Pattern

CATEGORY	A	B	C	D
LNAV MDA	1840-1¼ 1152 (1200-1¼)	1840-1½ 1152 (1200-1½)	1840-3 1152 (1200-3)	
CIRCLING	1840-1¼ 1139 (1200-1¼)	1840-1½ 1139 (1200-1½)	1840-3 1139 (1200-3)	



BULLHEAD CITY, ARIZONA

Amdt 1 09239

BULLHEAD CITY/LAUGHLIN/BULLHEAD INTL (IFP)

35°09'N-114°34'W

RNAV (GPS) RWY 16

WAAS  
CH 82602  
W34A

APP CRS  
344°

Rwy Idg	7000
TDZE	699
Apt Elev	701

## RNAV (GPS) RWY 34

BULLHEAD CITY/LAUGHLIN/BULLHEAD INTL (IFP)

**T** Circling to Rwy 16 NA at night.  
**A** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
When local altimeter setting not received, use Needles altimeter setting and increase LPV DA 94 feet and all MDA 100 feet.  
VDP NA when using Needles altimeter setting.

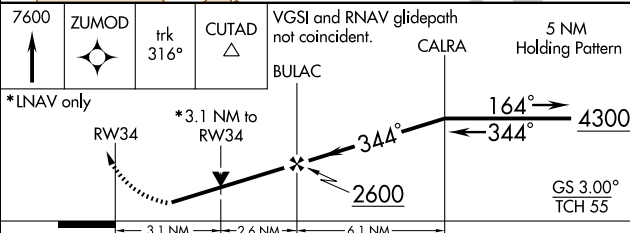
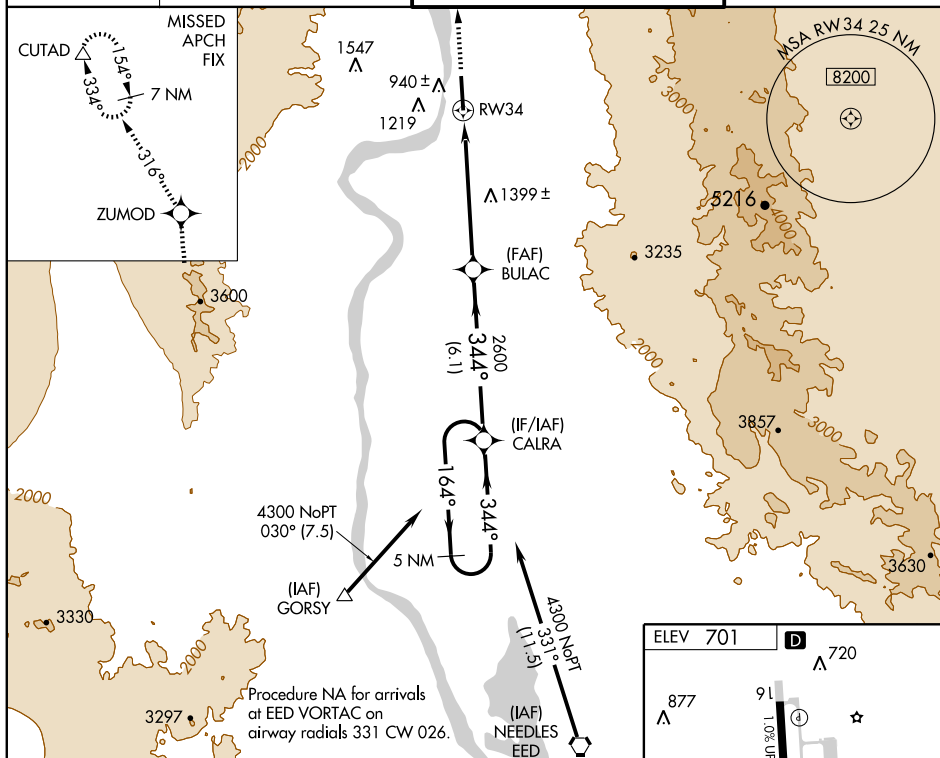
**MISSED APPROACH:** Climb to 7600 direct ZUMOD and via track 316° to CUTAD and hold, continue climb-in-hold to 7600.

AWOS-3  
119.825

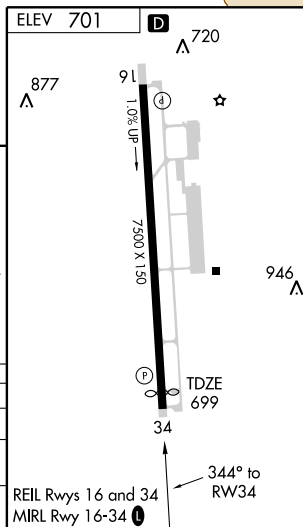
LOS ANGELES CENTER  
134.65 360.65

LAUGHLIN/BULLHEAD TOWER★  
123.9 (CTAF) **L**

GND CON  
118.25



CATEGORY	A	B	C	D
LPV DA	1344-2½ 645 (700-2½)			
LNAV MDA	1740-1¼ 1041 (1100-1¼)	1740-1½ 1041 (1100-1½)	1740-3	1041 (1100-3)
CIRCLING	1740-1¼ 1039 (1100-1¼)	1740-1½ 1039 (1100-1½)	1740-3 1039 (1100-3)	1800-3 1099 (1100-3)



BULLHEAD CITY, ARIZONA  
Amdt 2 09239

BULLHEAD CITY/LAUGHLIN/BULLHEAD INTL (IFP)

35°09'N-114°34'W

# RNAV (GPS) RWY 34

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4. 21 OCT 2010 to 18 NOV 2010

VORTAC EED  
**115.2**  
Chan **99**

APP CRS  
**335°**

Rwy Idg **7000**  
TDZE **699**  
Apt Elev **701**

## VOR/DME RWY 34

BULLHEAD CITY/LAUGHLIN/BULLHEAD INTL (IFP)

**V** Circling to Rwy 16 NA at night. Visibility reduction by helicopters NA.  
**A** When local altimeter setting not received, use Needles altimeter setting and increase all MDA 100 feet.

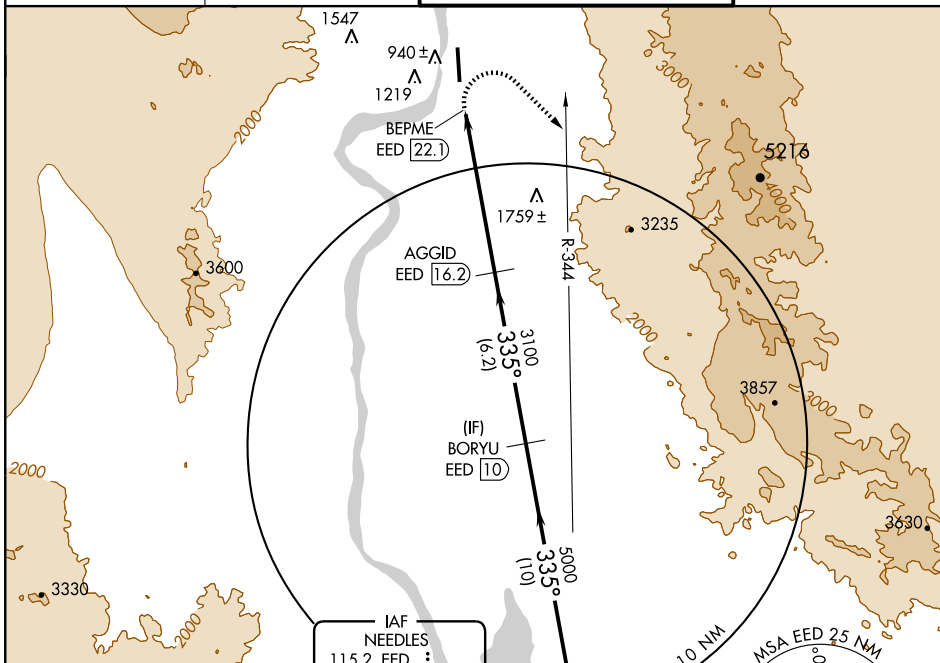
MISSED APPROACH: Climbing right turn to 6000 via heading 120° and EED VORTAC R-344 to EED VORTAC and hold.

AWOS-3  
119.825

LOS ANGELES CENTER  
**134.65 360.65**

LAUGHLIN/BULLHEAD TOWER ★  
**123.9 (CTAF) 0**

GND CON  
**118.25**



ELEV 701

**D** 720  
Λ

877  
Λ

91  
Λ

1.08 UP

7500 X 150

TDZE  
699

34

335° 6.9 NM  
from FAF

MIRL Rwy 16-34  
REIL Rws 16 and 34

NoPT for arrival on  
EED VORTAC airway  
radials 077 CW 257.

CATEGORY	A		B		C		D	
	S-34		S-34		S-34		S-34	
CIRCLING	2840-1¼ 2141 (2200-1¼)		2840-1½ 2141 (2200-1½)		2840-3 2141 (2200-3)		2840-3 2141 (2200-3)	
	2840-1¼ 2139 (2200-1¼)		2840-1½ 2139 (2200-1½)		2840-3 2139 (2200-3)		2840-3 2139 (2200-3)	

BULLHEAD CITY, ARIZONA

Amdt 1 09239

BULLHEAD CITY/LAUGHLIN/BULLHEAD INTL (IFP)

35°09'N-114°34'W

VOR/DME RWY 34

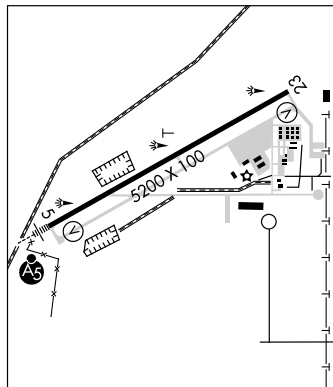
**CASA GRANDE MUNI** (CGZ) 5 N UTC-7 N32°57.29' W111°46.01'  
 1464 B S4 FUEL 100LL, JET A TPA-2502(1038) NOTAM FILE CGZ  
 RWY 05-23: H5200X100 (ASPH) S-18.5, D-65, 2S-82 MIRL 0.3% up NE  
 RWY 05: MALS: VASI(V2R)-GA 3.0° TCH 41'. Road.  
 RWY 23: VASI(V2L)-GA 3.0° TCH 38'. Road. Rgt tfc.  
**AIRPORT REMARKS:** Attended 1430-0030Z. Self service fueling avbl.  
 Parachute Jumping. Service road within primary surface. Holdlines  
 on all twys connecting to the rwy are set at 280' from rwy  
 centerline. Acft taxiing on Twy B be alert to passing acft holding  
 on the connecting twys. ACTIVATE MALS: Rwy 05-CTAF.  
**WEATHER DATA SOURCES:** AWOS-3 132.175 (520) 836-3392.  
**COMMUNICATIONS:** CTAF/UNICOM 122.7

® ALBUQUERQUE CENTER APP/DEP CON 125.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PRC.

**STANFIELD (H) VORTAC** 114.8 TFD Chan 95 N32°53.15'  
 W111°54.52' 048° 8.3 NM to fld. 1316/12E.

**ILS 111.15 I-CGZ** Rwy 05. ILS monitored Mon-Fri  
 1500-0000Z and Sat 1700-1900Z. GS unusable for couple  
 apch blo 1650' MSL.



PHOENIX

H-4J, L-5B, A

IAP

## CHANDLER

**CHANDLER MUNI** (CHD) 3 SE UTC-7 N33°16.15' W111°48.67'  
 1243 B S4 FUEL 100LL, JET A OX 3, 4 TPA-2200(957) NOTAM FILE CHD

RWY 04R-22L: H4870X75 (ASPH) S-30 MIRL  
 RWY 04R: REIL. PAPI(P4L)-GA 3.0° TCH 37'. Rgt tfc.  
 RWY 22L: REIL. PAPI(P4L)-GA 3.0° TCH 42'.

RWY 04L-22R: H4401X75 (ASPH) S-30 MIRL  
 RWY 04L: PAPI(P4L)-GA 3.5° TCH 40'. Tree.  
 RWY 22R: PAPI(P4L)-GA 3.0° TCH 40'. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon-Fri 1200-0000Z, Sat-Sun  
 1200-2230Z. Large birds soar all year. Wildlife occasionally  
 crossing rwys and twys. Antenna 85' AGL located ¼ mile north of  
 Rwy 22R. P-line mono-poles running N to S approximately 1.5  
 miles W of arpt, height 135' AGL. No obstruction lighting on  
 structures. P-line mono-poles running E to W approximately 1  
 mile S of arpt, height 135' AGL. Aerobatic practice areas  
 approximately 5 miles SE of arpt from surface to 3500' AGL. Hot  
 air balloon ops 1 mile W of arpt. Avoid overflight of high school 2  
 NM SW of arpt. Rwy 22L REIL OTS indef. When twr clsd MIRL Rwy  
 04R-22L and Rwy 04L-22R, PAPI Rwy 04R, Rwy 22L, Rwy 04L  
 and Rwy 22R, REIL Rwy 04R and Rwy 22L and twy lgts on until  
 0500Z, after 0500Z ACTIVATE-126.1.

**WEATHER DATA SOURCES:** AWOS-3 128.325 when twr clsd. (480)  
 814-9952.

**COMMUNICATIONS:** CTAF 126.1 ATIS 128.325 UNICOM 122.95

® PHOENIX APP/DEP CON 123.7

**TOWER** 133.1 Arr S&E, Dep Rwy 04R-22L 126.1 Arr N&W, Dep Rwy 04L-22R. (1300-0400Z) GND CON 124.4

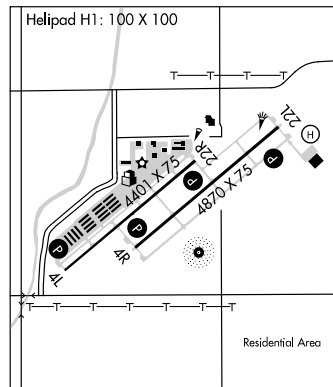
**AIRSPACE:** CLASS D svc 1300-0400Z other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IWA.

**WILLIE (L) VORTACW** 113.3 IWA Chan 80 N33°18.19' W111°39.09' 243° 8.3 NM to fld.  
 1370/13E. HIWAS.

**NDB (MHW)** 407 CHD N33°15.99' W111°48.47' at fld. NOTAM FILE PRC. Unusable 020°-070° byd 15 NM.

HELIPAD H1: H100X100 (CONC)



PHOENIX




L-5B, A

IAP, AD

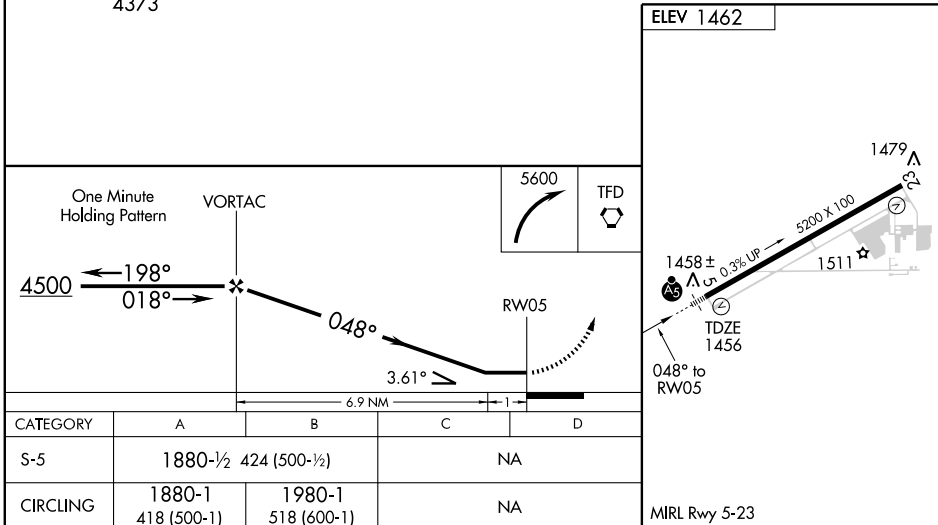
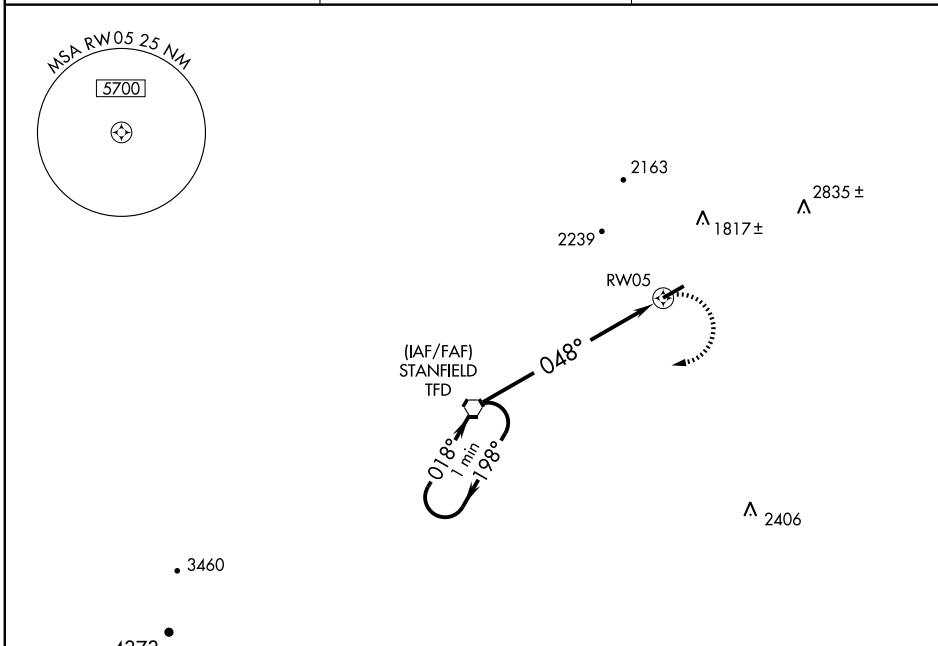
APP CRS <b>048°</b>	Rwy Idg TDZE Apt Elev	<b>5200</b> <b>1456</b> <b>1462</b>
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# GPS RWY 5

## CASA GRANDE MUNI (CGZ)

  NA	MALSR 	MISSED APPROACH: Climbing right turn to 5600 direct TFD VORTAC and hold.
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AWOS-3 <b>132.175</b>	ALBUQUERQUE CENTER <b>125.4 269.3</b>	UNICOM <b>122.7 (CTAF) 0</b>
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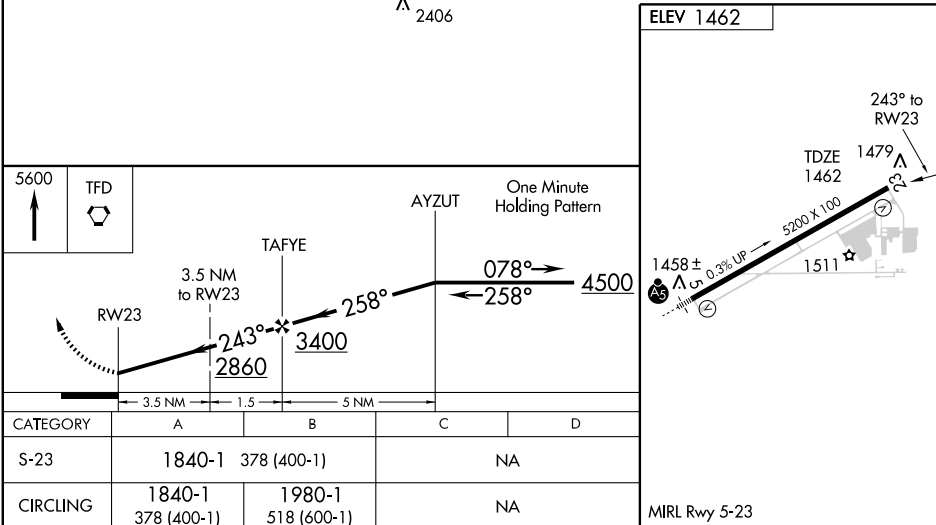
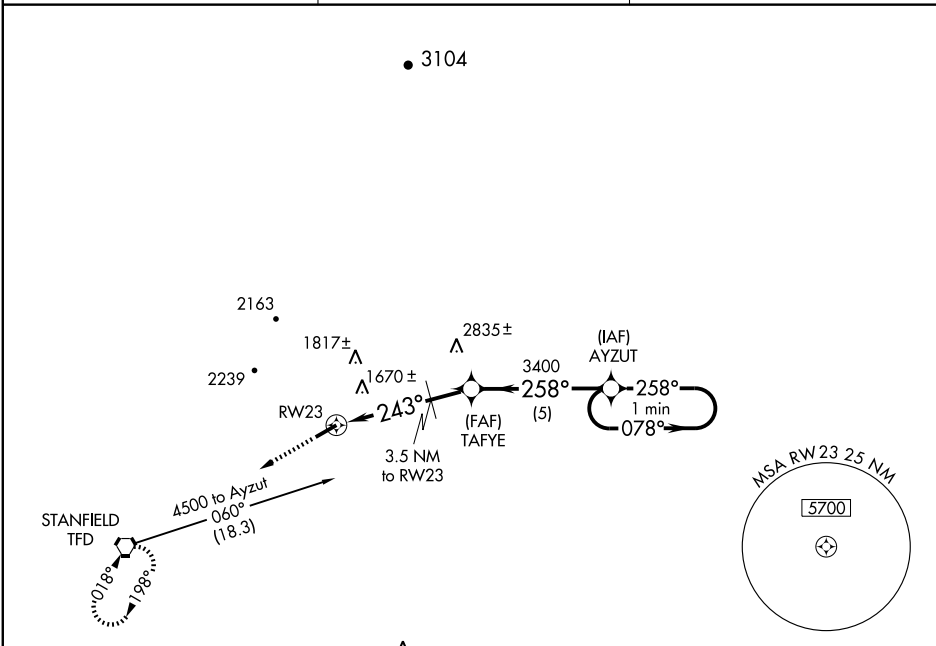
APP CRS <b>243°</b>	Rwy Idg <b>5200</b> TDZE <b>1462</b> Apt Elev <b>1462</b>
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# GPS RWY 23

CASA GRANDE MUNI (CGZ)

  NA	MISSED APPROACH: Climb to 5600 direct TFD VORTAC and hold.
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AWOS-3 <b>132.175</b>	ALBUQUERQUE CENTER <b>125.4 269.3</b>	UNICOM <b>122.7 (CTAF) 0</b>
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LOC I-CGZ <b>111.15</b>	APP CRS <b>048°</b>	Rwy Idg TDZE Apt Elev <b>5200</b> <b>1458</b> <b>1464</b>
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# ILS or LOC/DME RWY 5

CASA GRANDE MUNI (CGZ)

**NA** DME from TFD VORTAC; simultaneous reception of I-CGZ and TFD DME required. Autocoupled approach NA below 1650. Visibility reduction by helicopters NA. Inoperative table does not apply to S-ILS 5. For inoperative MALSR, increase S-LOC 5 Cats A/B visibility to 1.

MALSR

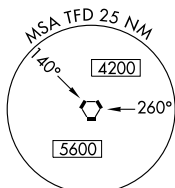


**MISSED APPROACH:** Climb to 2100 via TFD VORTAC R-048 then climbing right turn to 3500 direct to TFD VORTAC and hold.

AWOS-3  
**132.175**

ALBUQUERQUE CENTER  
**125.4 269.3**

UNICOM  
**122.7 (CTAF) 0**



4200

5600

IAF  
STANFIELD  
114.8 TFD  
Chan 95

2163

1817±

2239

LOCALIZER **111.15**  
I-CGZ

ROXIE  
TFD **2.5**

2406

3460

4373

10 NM

ELEV 1464

One Minute  
Holding Pattern

VORTAC

ROXIE  
TFD **2.5**

2100

3500

TFD

TFD R-048

TFD **7.5**

3500

228°

048°

048°

3200

\*3000

3200

\*LOC only

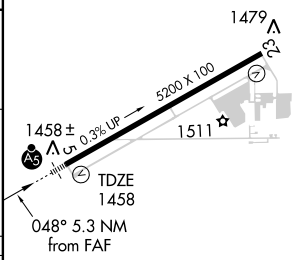
GS 3.00°  
TCH 40

2.5 NM

5 NM

0.3

CATEGORY	A	B	C	D
S-ILS 5	1743- <sup>3</sup> / <sub>4</sub>	285 (300- <sup>3</sup> / <sub>4</sub> )	NA	
S-LOC 5	1840- <sup>3</sup> / <sub>4</sub>	382 (400- <sup>3</sup> / <sub>4</sub> )	NA	
CIRCLING	1900-1 436 (500-1)	1920-1 456 (500-1)	NA	



MIRL Rwy 5-23

VORTAC TFD	APP CRS	Rwy Idg	<b>5200</b>
<b>114.8</b>	<b>048°</b>	TDZE	<b>1456</b>
Chan <b>95</b>		Apt Elev	<b>1462</b>

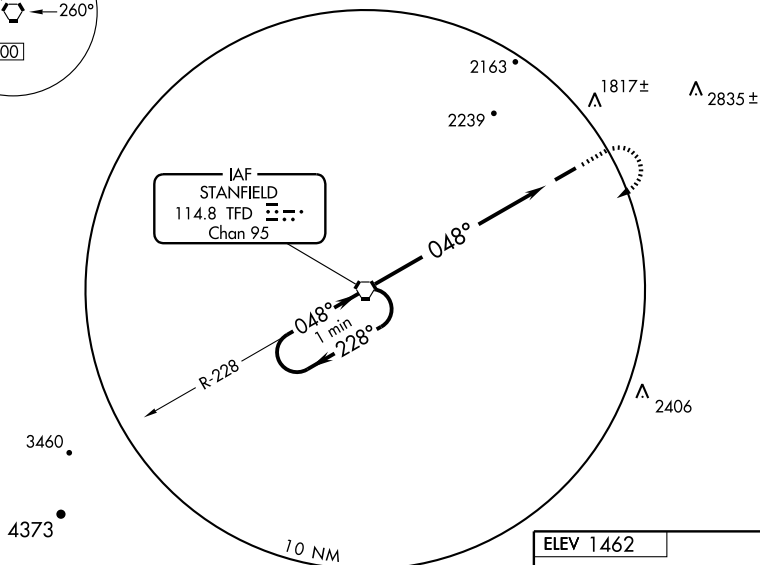
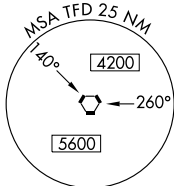
VOR RWY 5  
CASA GRANDE MUNI (CGZ)



**MISSED APPROACH:** Climb to 2200, then climbing right turn to 3500 direct TFD VORTAC and hold.

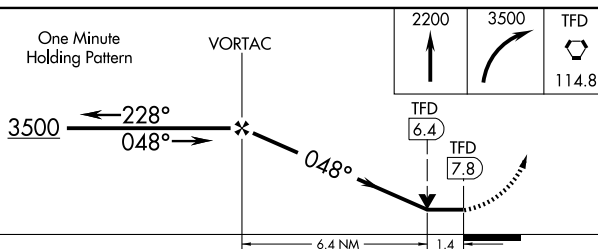
AWOS-3  
**132.175**

ALBUQUERQUE CENTER  
125.4 269.3

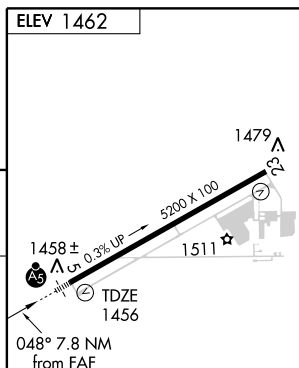
UNICOM  
122.7 (CTAF) **L**

### One Minute Holding Pattern

VORTAC



CATEGORY	A	B	C	D
S-5	1960-1/2	504 (500-1/2)		NA
CIRCLING	1960-1	498 (500-1)		NA



MIRL Rwy 5-23

FAF to MAP 7.8 NM

Knots	60	90	120	150	180
Min:Sec	7:48	5:12	3:54	3:07	2:36

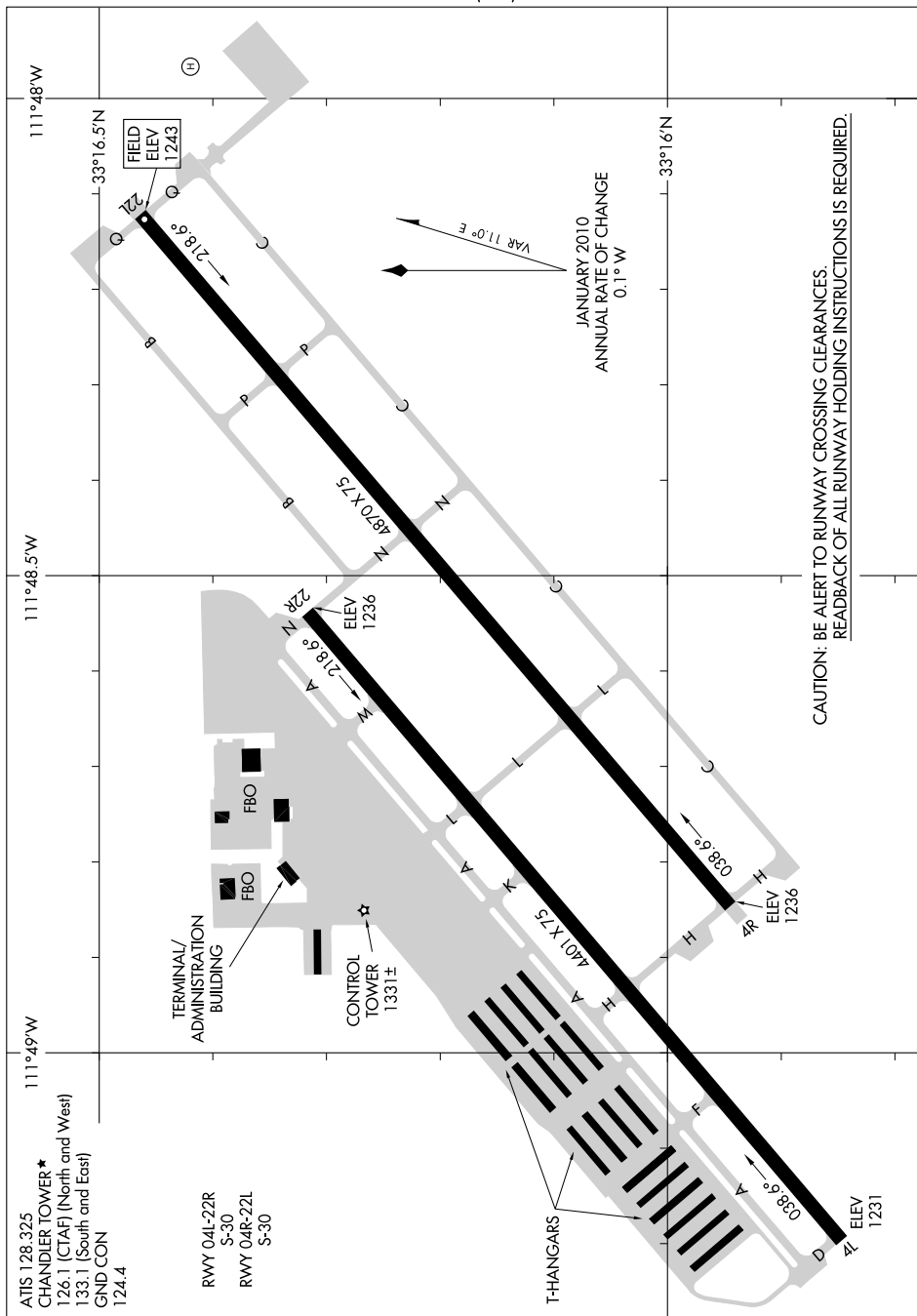
CASA GRANDE, ARIZONA  
Amdt 4B 04330

CASA GRANDE MUNI (CGZ)  
VOR RWY 5

32°57'N - 111°46'W

SW-4. 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010



SW-4. 21 OCT 2010 to 18 NOV 2010

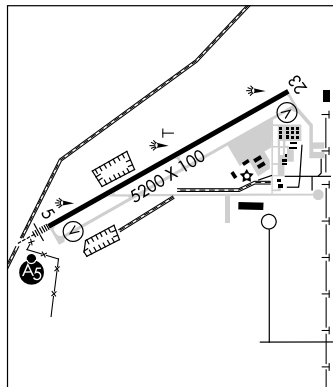
**CASA GRANDE MUNI** (CGZ) 5 N UTC-7 N32°57.29' W111°46.01'  
 1464 B S4 FUEL 100LL, JET A TPA-2502(1038) NOTAM FILE CGZ  
 RWY 05-23: H5200X100 (ASPH) S-18.5, D-65, 2S-82 MIRL 0.3% up NE  
 RWY 05: MALS. VASI(V2R)—GA 3.0° TCH 41'. Road.  
 RWY 23: VASI(V2L)—GA 3.0° TCH 38'. Road. Rgt tfc.  
**AIRPORT REMARKS:** Attended 1430-0030Z. Self service fueling avbl.  
 Parachute Jumping. Service road within primary surface. Holdlines  
 on all twys connecting to the rwy are set at 280' from rwy  
 centerline. Acft taxiing on Twy B be alert to passing acft holding  
 on the connecting twys. ACTIVATE MALS. Rwy 05—CTAF.  
**WEATHER DATA SOURCES:** AWOS-3 132.175 (520) 836-3392.  
**COMMUNICATIONS:** CTAF/UNICOM 122.7

® ALBUQUERQUE CENTER APP/DEP CON 125.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PRC.

**STANFIELD (H) VORTAC** 114.8 TFD Chan 95 N32°53.15'  
 W111°54.52' 048° 8.3 NM to fld. 1316/12E.

**ILS 111.15 I-CGZ** Rwy 05. ILS monitored Mon-Fri  
 1500-0000Z and Sat 1700-1900Z. GS unusable for couple  
 apch blo 1650' MSL.



PHOXIX

H-4J, L-5B, A

IAP

## CHANDLER

**CHANDLER MUNI** (CHD) 3 SE UTC-7 N33°16.15' W111°48.67'  
 1243 B S4 FUEL 100LL, JET A OX 3, 4 TPA-2200(957) NOTAM FILE CHD

RWY 04R-22L: H4870X75 (ASPH) S-30 MIRL  
 RWY 04R: REIL. PAPI(P4L)—GA 3.0° TCH 37'. Rgt tfc.  
 RWY 22L: REIL. PAPI(P4L)—GA 3.0° TCH 42'.

RWY 04L-22R: H4401X75 (ASPH) S-30 MIRL  
 RWY 04L: PAPI(P4L)—GA 3.5° TCH 40'. Tree.  
 RWY 22R: PAPI(P4L)—GA 3.0° TCH 40'. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon-Fri 1200-0000Z, Sat-Sun  
 1200-2230Z. Large birds soar all year. Wildlife occasionally  
 crossing rwys and twys. Antenna 85' AGL located ¼ mile north of  
 Rwy 22R. P-line mono-poles running N to S approximately 1.5  
 miles W of arpt, height 135' AGL. No obstruction lighting on  
 structures. P-line mono-poles running E to W approximately 1  
 mile S of arpt, height 135' AGL. Aerobatic practice areas  
 approximately 5 miles SE of arpt from surface to 3500' AGL. Hot  
 air balloon ops 1 mile W of arpt. Avoid overflight of high school 2  
 NM SW of arpt. Rwy 22L REIL OTS indef. When twr clsd MIRL Rwy  
 04R-22L and Rwy 04L-22R, PAPI Rwy 04R, Rwy 22L, Rwy 04L  
 and Rwy 22R, REIL Rwy 04R and Rwy 22L and twy lgts on until  
 0500Z, after 0500Z ACTIVATE-126.1.

**WEATHER DATA SOURCES:** AWOS-3 128.325 when twr clsd. (480)  
 814-9952.

**COMMUNICATIONS:** CTAF 126.1 ATIS 128.325 UNICOM 122.95

® PHOENIX APP/DEP CON 123.7

**TOWER** 133.1 Arr S&E, Dep Rwy 04R-22L 126.1 Arr N&W, Dep Rwy 04L-22R. (1300-0400Z) GND CON 124.4

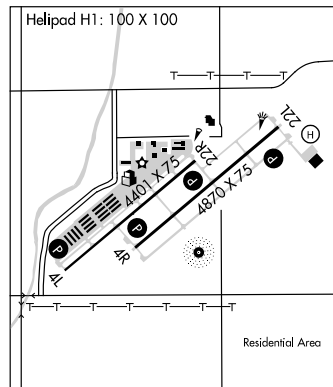
**AIRSPACE:** CLASS D svc 1300-0400Z other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IWA.

**WILLIE (L) VORTACW** 113.3 IWA Chan 80 N33°18.19' W111°39.09' 243° 8.3 NM to fld.  
 1370/13E. HIWAS.

**NDB (MHW)** 407 CHD N33°15.99' W111°48.47' at fld. NOTAM FILE PRC. Unusable 020°-070° byd 15 NM.

HELIPAD H1: H100X100 (CONC)



PHOXIX

L-5B, A

IAP, AD

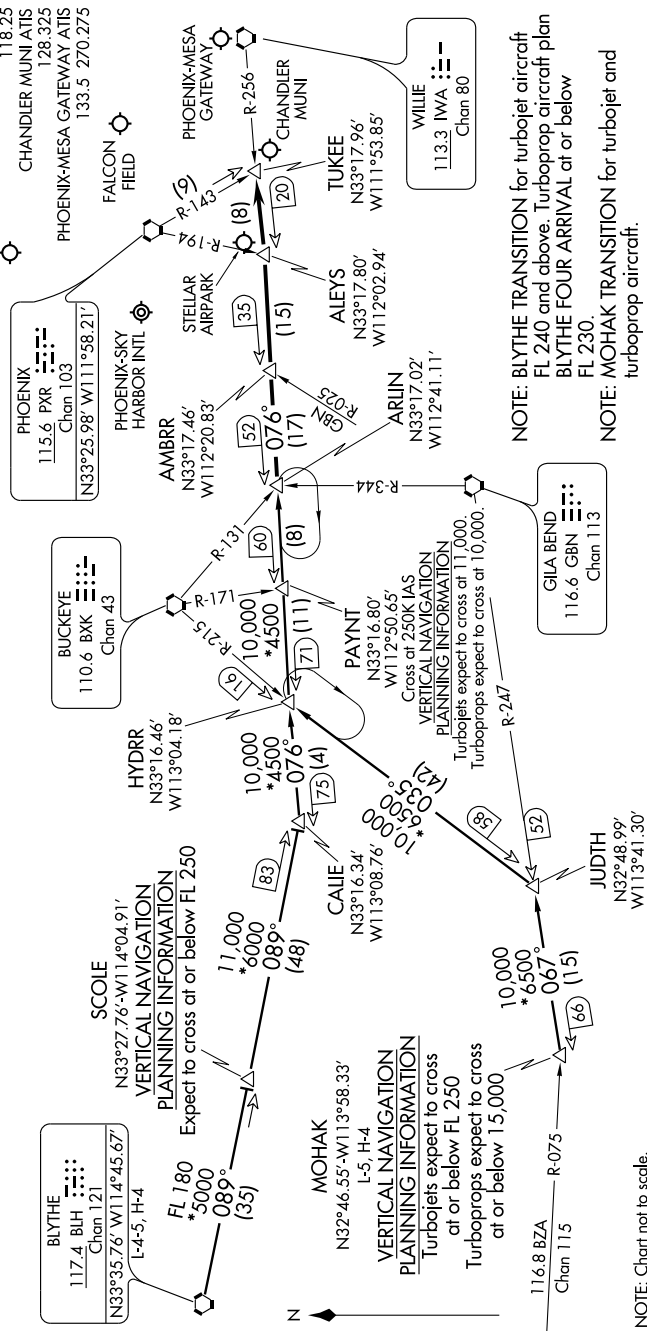
SW-4, 21 OCT 2010 to 18 NOV 2010

ARLIN INT. Thence....  
 MOHAK TRANSITION (MOHAK.ARLIN3): From over MOHAK INT via GBN R-247  
 and BXX R-215 to HYDRR INT, then via IWA R-256 to ARLIN INT. Thence....

.....From over ARJUN INT:  
PHOENIX SKY HARBOR INTL: Rwys 7L/R or 8: Expect vectors after ARJUN INT to find approach course; Rwys 25L/R or 26: via IWA R-256 to TUKEE INT. Expect vectors prior to TUKEE INT to find approach course.

**SATELLITE AIRPORTS:** Expect vectors after passing TUKEE INT.

**LOST COMMUNICATIONS:** After ARLIN INT. via IWA R-256 and PXR R-143 to PXR VORTAC.



NOTE: Chart not to scale.

SW-4. 21 OCT 2010 to 18 NOV 2010

ARLIN THREE ARRIVAL

(ARLIN.ARLIN3) 09127

PHOENIX, ARIZONA

BLYTHE FOUR ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA

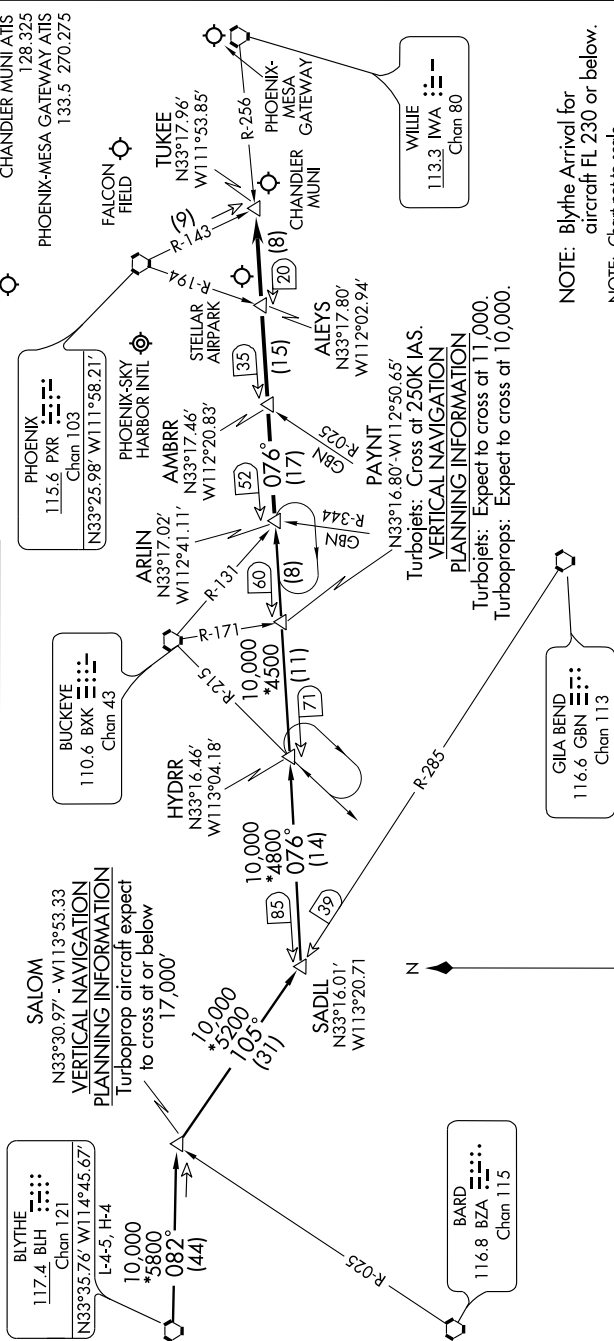
010Z NOV 20 18 01.0Z 100 12° 14' N

**BLYTHE TRANSITION (BLH.BLH4):** From over BLH VORTAC via BLH R-082 to SALOM INT, then via GBN R-285 and IWA R-256 to ARLIN INT. Thence . . . . From over ARLIN INT:

**PHOENIX SKY HARBOR INTL:** Rwy 7L/R or 8: Expect radar vectors after passing ARLIN INT to final approach course; Rwy 25L/R or 26: via IWA R-256 to TUKEE INT, expect radar vectors prior to TUKEE INT to final approach course.

**ALL SATELLITE AIRPORTS:** Expect radar vectors after passing TUKEE INT.

**LOST COMMUNICATIONS:** After ARLIN INT, via IWA R-256 and PXR R-143 to PXR VORTAC.



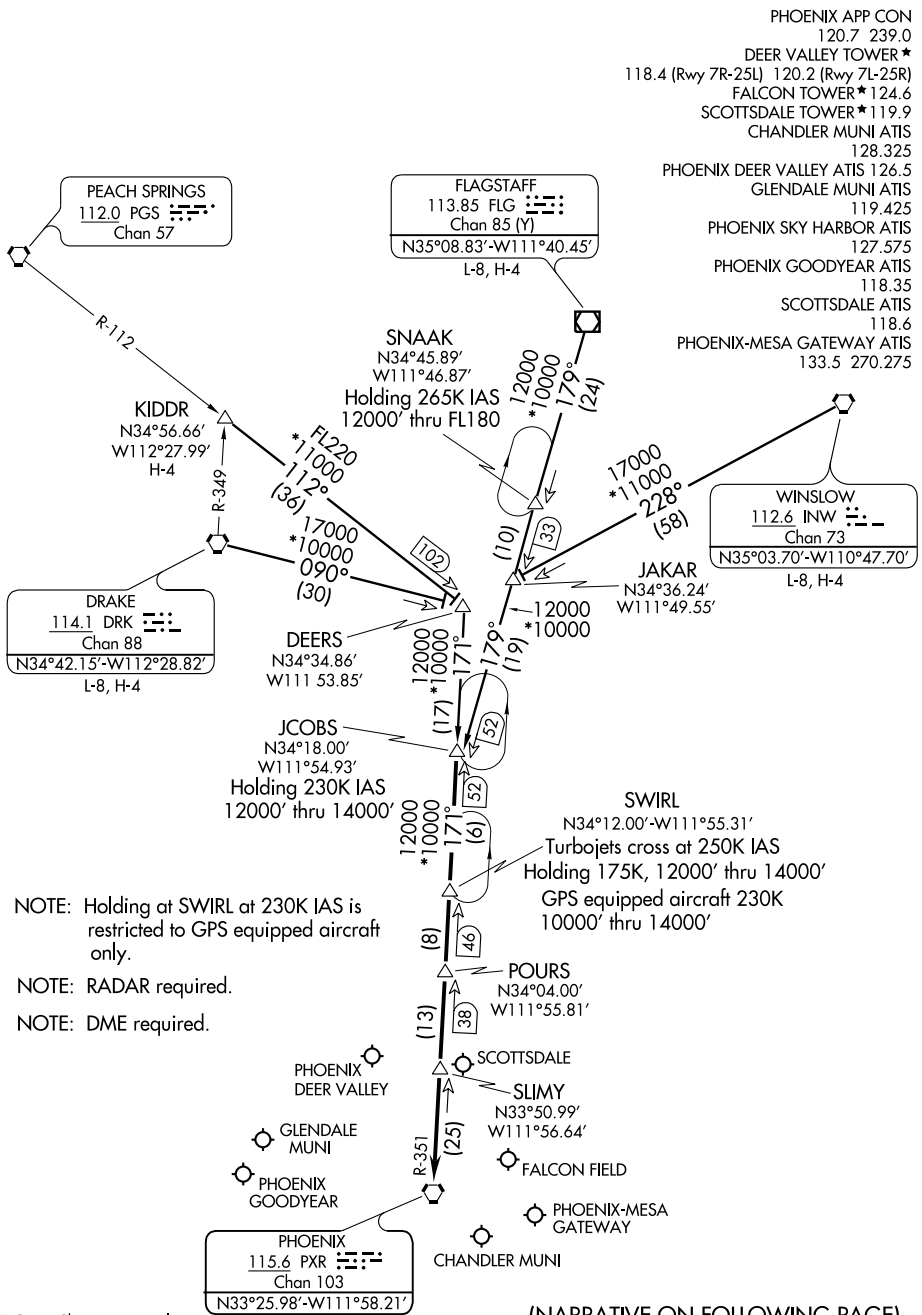
BLYTHE FOUR ARRIVAL

PHOENIX, ARIZONA

(JCBS.JCBS2) 09351  
JCBS TWO ARRIVAL

ST-5651 (FAA)

SCOTTSDALE, ARIZONA



(NARRATIVE ON FOLLOWING PAGE)

## JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

## ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010



NDB CHD	APP CRS	Rwy Idg	<b>4870</b>
<b><u>407</u></b>	<b>050°</b>	TDZE	<b>1239</b>
		Apt Elev	<b>1243</b>

NDB RWY 4R  
CHANDLER MUNI (CHD)

**T**  
**A** NA When VGSI inoperative, circling Rwy 4L NA at night.

**MISSED APPROACH:** Climbing right turn to 3000 in CHD holding pattern.


ATIS  
128.325

PHOENIX APP CON  
123.7 363.0

CHANDLER TOWER★  
**126.1** (CTAF) **L** **133.1**  
 (North and West) (South and East)

GND CON  
124.4

UNICOM  
122.95

PHOENIX  
115.6 PXR   
Chan 103

Λ 2728

• 3312

• 3381

A3141

CHANDLER  
07 CHD      

MSA CHD 25 NM

570

6200

300

STANFIELD  
114.8 TFD  
Chan 95

ELEV 1243

Remain  
within 10 NM

\*NDB

3000

CHD

2800

\* Maintain 3400 or above until established outbound for procedure turn.

TW  
133

1.

70

1239

○

REIL Rwys 4R and 22L **L**  
MIRL Rwys 4L-22R and 4R-22L **L**

CHANDLER, ARIZONA  
Orig-B 08325

CHANDLER MUNI (CHD)  
NDB RWY 4R

33°16'N-111°49'W

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4. 21 OCT 2010 to 18 NOV 2010

APP CRS  
039°

Rwy Idg	<b>4870</b>
TDZE	<b>1240</b>
Apt Elev	<b>1243</b>

# RNAV (GPS) RWY 4R

## CHANDLER MUNI (CHD)

CHANDLER MUNI (CHD)



**ANA**

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
When VGSI inoperative, circling to Rwy 4L NA at night.

**MISSED APPROACH:** Climbing right turn to 4000 direct to DECTU WP and hold.

ATIS

**128.325**

PHOENIX APP CON

**123.7 363.0**

## CHANDLER TOWER ★

126.1 (CTAF) **L** 133.1

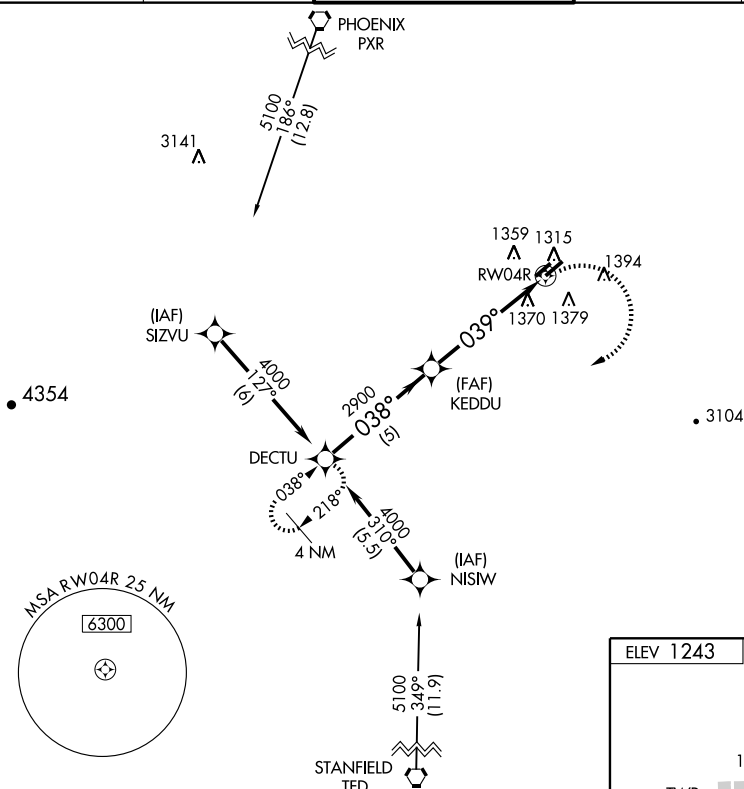
(North and West) (South and East)

GND CON

124.4

UNICOM

122.95

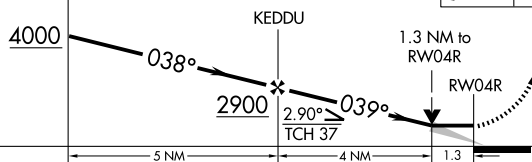


Procedure  
Turn NA

DECTU

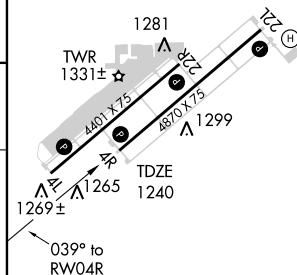
400

DECTU



CATEGORY	A	B	C	D
LNAV MDA	1680-1	440 (500-1)	1680-1¼ 440 (500-1¼)	NA
CIRCLING	1720-1	477 (500-1)	1720-1½ 477 (500-1½)	NA

ELEV 1243



REIL Rwy 4R and 22L **L**  
MIRL Rwy 4L-22R and 4R-22L **L**

CHANDLER, ARIZONA

Orig-A 08325

CHANDLER MUNI (CHD)

RNAV (GPS) RWY 4R

33° 16' N - 111° 49' W

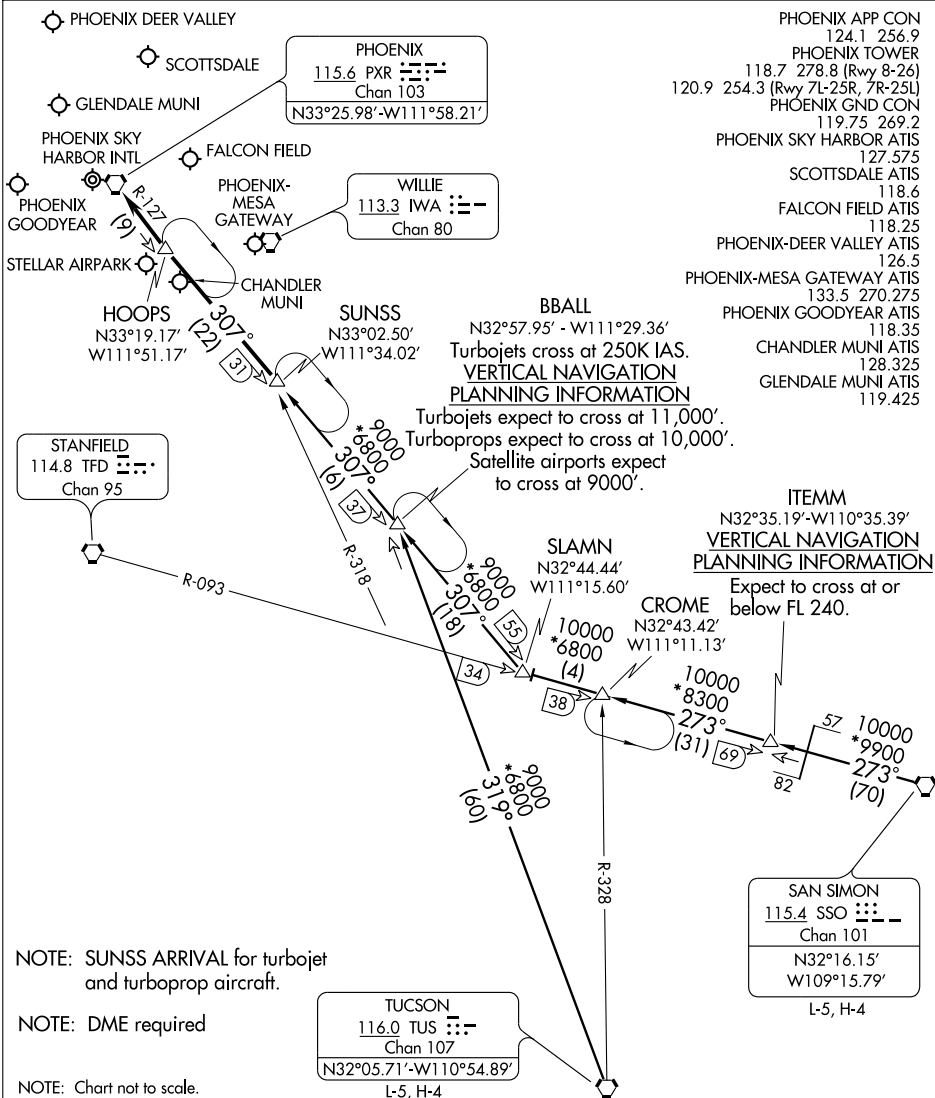
SW-4. 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

## SUNSS SIX ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

**SAN SIMON TRANSITION (SSO.SUNSS6):** From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

**TUCSON TRANSITION (TUS.SUNSS6):** From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

## SUNSS SIX ARRIVAL

PHOENIX, ARIZONA

VORTAC IWA <b>113.3</b> Chan <b>80</b>	APP CRS <b>062°</b>	Rwy ldg TDZE <b>1240</b> Apt Elev <b>1243</b>
--	------------------------	---

# VOR RWY 4R

CHANDLER MUNI (CHD)



When VGSI inoperative, circling Rwy 4L NA at night.

MISSED APPROACH: Climbing right turn to 6400 via IWA R-242 to SECKA Int and hold.

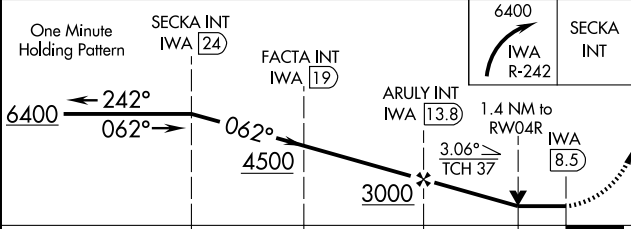
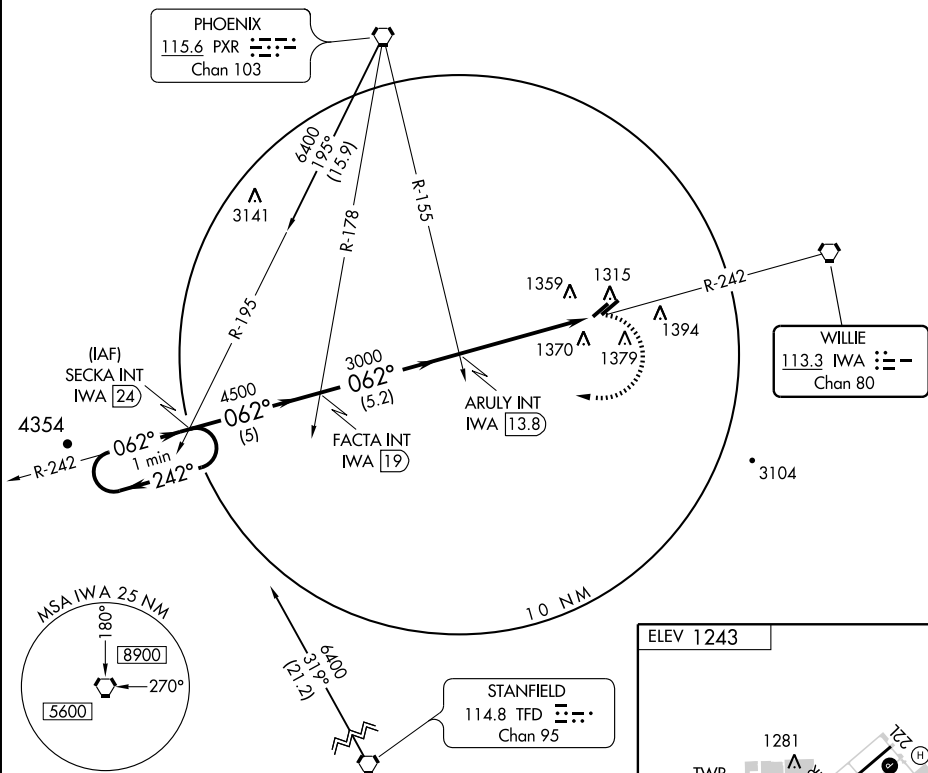
ATIS  
**128.325**

PHOENIX APP CON  
**123.7 363.0**

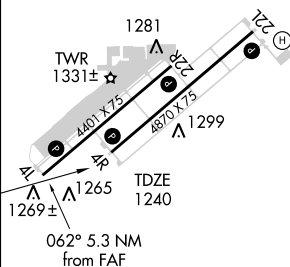
CHANDLER TOWER\*  
**126.1 (CTAF) 133.1**  
(North and West) (South and East)

GND CON  
**124.4**

UNICOM  
**122.95**



ELEV 1243



CATEGORY	A	B	C	D
S-4R	1680-1	440 (500-1)	1680-1¼ 440 (500-1¼)	NA
CIRCLING	1720-1	477 (500-1)	1720-1½ 477 (500-1½)	NA

REIL Rwy 4R and 22L **L**  
MIRL Rwy 4L-22R and 4R-22L **L**

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

**STELLAR AIRPARK** (P19) 3 W UTC-7 N33°17.93' W111°54.93'  
 1177 B S2 FUEL 100LL TPA-2000(823) NOTAM FILE PRC  
 RWY 17-35: H3913X60 (ASPH) MIRL

RWY 17: REIL. VASI(V4L)—GA 3.0° TCH 25'. Thld dspcd 367'. Tree.

RWY 35: REIL. Thld dspcd 350'.

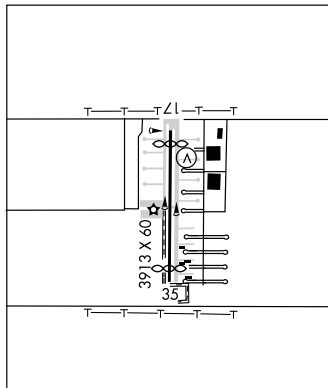
**AIRPORT REMARKS:** Unattended. For fuel and tiedown information ctc FBO at (480) 961-9050. Be alert to numerous no-radio aircraft invof arpt. Training acft touch and go landing prohibited. Helicopter training prohibited. Commercial and student training ops by permit only. Practice instrument approaches in VFR conditions not authorized. Calm wind Rwy 17. Parallel twy west of Rwy 17-35 restricted; homeowners use only, all other traffic use parallel twy east of Rwy 17/35. Avoid over flight of noise sensitive areas west of Rwy 17-35 and north of arpt. Flood irrigation between rwy and twy with standing water up to 1' depth on irregular schedule. ACTIVATE MIRL Rwy 17-35—CTAF. Ldg fee charged for all commercial ops.

**COMMUNICATIONS:** CTAF 122.9

Ⓡ **PHOENIX APP/DEP CON** 123.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PRC.

**PHOENIX (H) VORTACW** 115.6 PXR Chan 103 N33°25.98'  
 W111°58.21' 149° 8.5 NM to fld. 1182/12E. **HIWAS.**



**PHOENIX**  
 L-5B, A  
 IAP

**CHINLE MUNI** (E91) 3 SW UTC-7 N36°06.65' W109°34.53'  
 5547 B NOTAM FILE PRC

RWY 18-36: H6900X60 (ASPH) S-12.5 MIRL

RWY 18: PAPI(P2L). RWY 36: PAPI(P2L).

**AIRPORT REMARKS:** Unattended. Call Navajo Hospital Security at 928-283-2842 to start generator for beacon and rwy lgtg at night and during inclement weather. Drive time to arpt is 10 minutes. Rwy 18-36 +1-3 inch wide longitudinal and transverse cracks entire length. ACTIVATE MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36—CTAF.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FMN.

**GALLUP (H) VORTAC** 115.1 GUP Chan 98 N35°28.56' W108°52.36' 304° 51.2 NM to fld. 7053/14E.

**DENVER**  
 H-4K, L-8H

**CIBECUE** (Z95) 4 SE UTC-7 N34°00.20' W110°26.65'

5037 NOTAM FILE PRC

RWY 07-25: 4200X100 (GRVL-DIRT)

RWY 07: Hill. RWY 25: Fence.

**AIRPORT REMARKS:** Unattended. Daytime use only. Firefighting aircraft invof arpt April-September. Cattle and horses on arpt. Rwy 25 + 35' tank at end of rwy 200' left of centerline. Rwy 07-25 loose rock, some ruts and brush. Mountain Ridges N and E of arpt. Small hills either side of Rwy 07 and S side of Rwy 25. Preferred landing Rwy 07 and txf Rwy 25.

**COMMUNICATIONS:** CTAF 122.9

**PHOENIX**

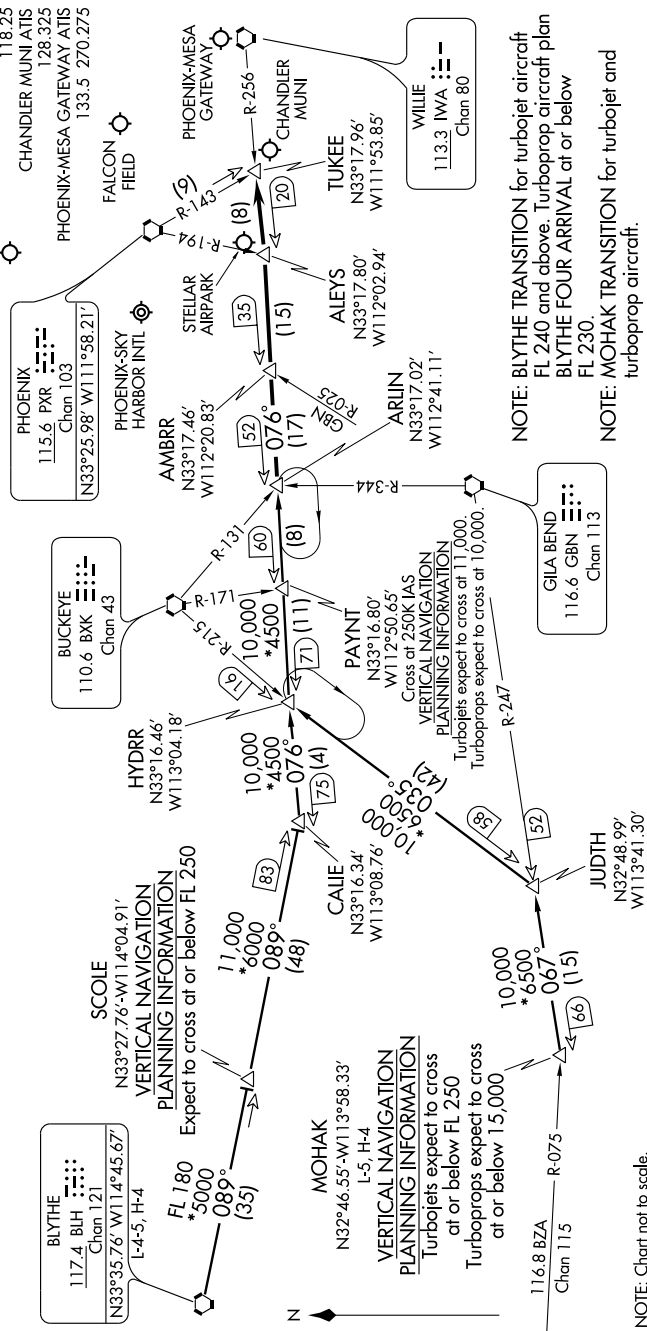
SW-4, 21 OCT 2010 to 18 NOV 2010

ARLIN INT. Thence....  
MOHAK TRANSITION (MOHAK.ARLIN3): From over MOHAK INT via GBN R-247 and BXX R-215 to HYDRR INT, then via IWA R-256 to ARLIN INT. Thence....

From over ARJUN INT:  
PHOENIX SKY HARBOR INTL: Rwy's 7L/R or 8: Expect vectors after ARJUN INT to find approach course; Rwy's 25L/R or 26: via IWA R-256 to TUKEE INT. Expect vectors prior to TUKEE INT to find approach course.

**SATELLITE AIRPORTS:** Expect vectors after passing TUKEE INT.

**LOST COMMUNICATIONS:** After ARLIN INT. via IWA R-256 and PXR R-143 to PXR VORTAC.



NOTE: Chart not to scale.

SW-4. 21 OCT 2010 to 18 NOV 2010

## ARLIN THREE ARRIVAL

(ARLIN.ARLIN3) 09127

PHOENIX, ARIZONA

BLYTHE FOUR ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA

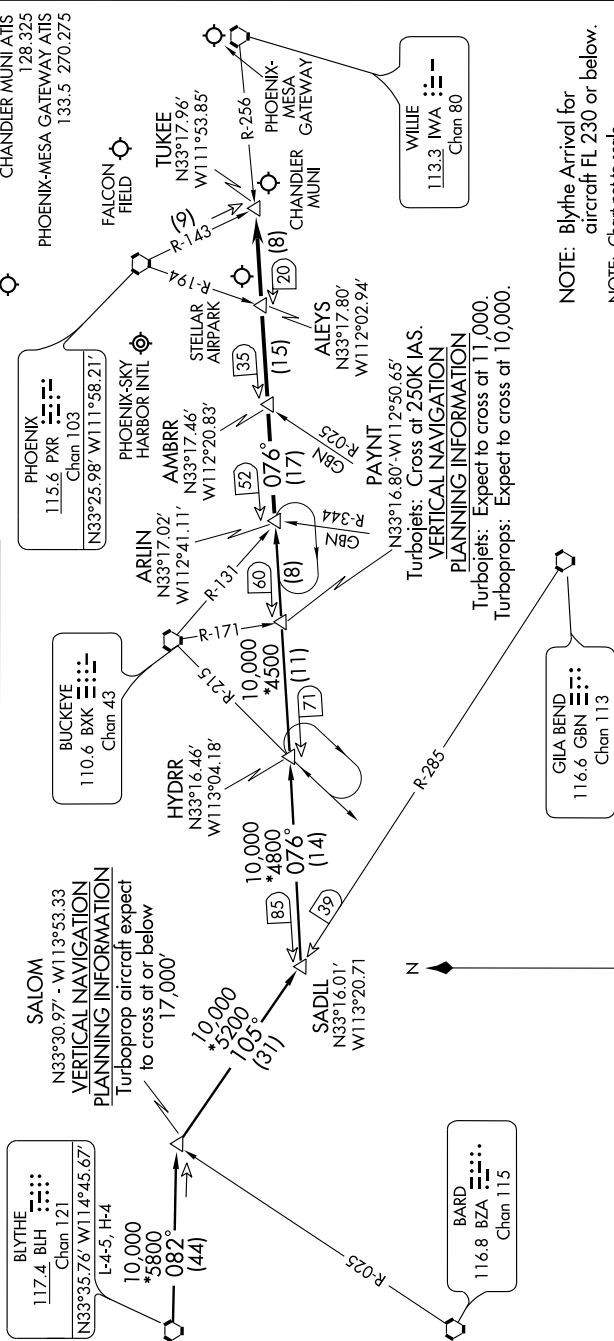
010Z AON 81. 01 010Z 100 12 'b-mS

BLYTHE TRANSITION (BLH.BLH4): From over BLH VORTAC via BLH R-082 to SALOM INT, then via GBN R-285 and IWA R-256 to ARLIN INT. Thence . . . . From over ARLIN INT:

PHOENIX SKY HARBOR INTL: Rwy 7L/R or 8: Expect radar vectors after passing ARLIN INT to final approach course; Rwy 25L/R or 26: via IWA R-256 to TUKEE INT, expect radar vectors prior to TUKEE INT to final approach course.

ALL SATELLITE AIRPORTS: Expect radar vectors after passing TUKEE INT.

LOST COMMUNICATIONS: After ARLIN INT, via IWA R-256 and PXR R-143 to PXR VORTAC.



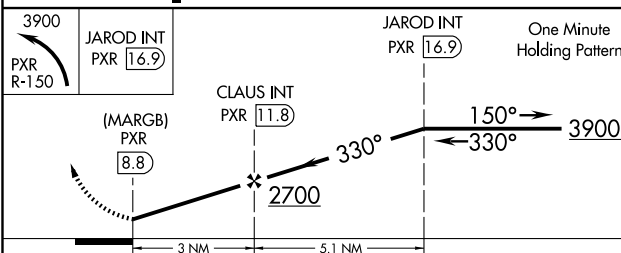
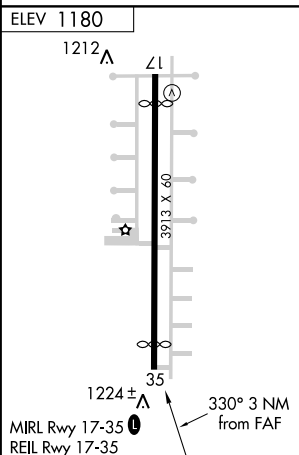
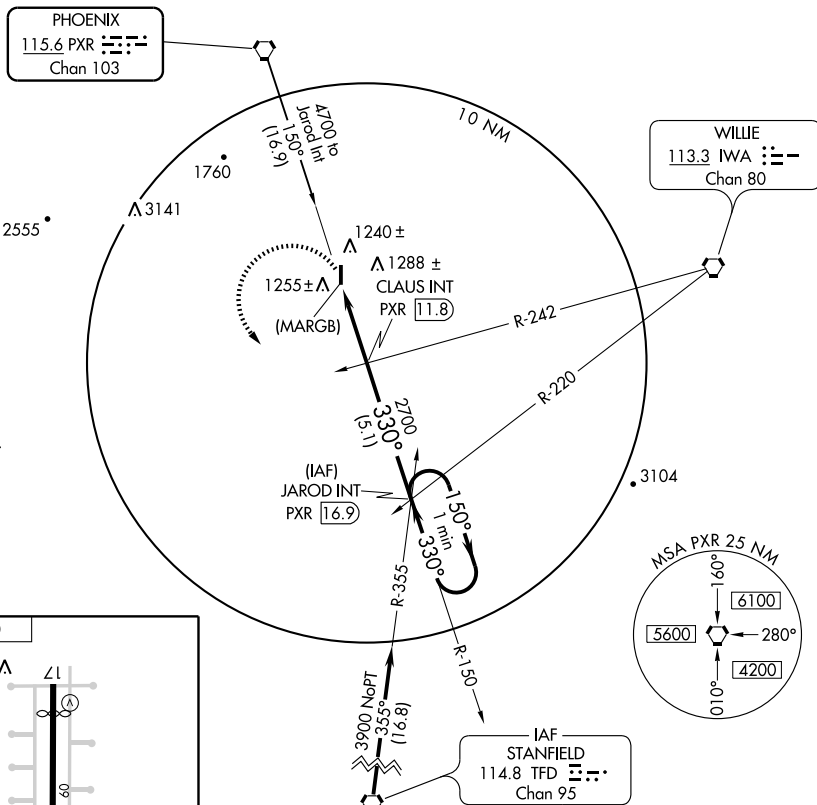
BLYTHE FOUR ARRIVAL

PHOENIX, ARIZONA

SW-4, 21 OCT 2010 to 18 NOV 2010

**MISSED APPROACH:** Climbing left turn to 3900 via PXR R-150 to JAROD Int/PXR 16.9 DME and hold.

PHOENIX APP CON  
123.7 363.0

CTAF  
122.9 **L**

FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

CATEGORY	A	B	C	D
CIRCLING	1600-1 420 (500-1)	1640-1 460 (500-1)	1640-1½ 460 (500-1½)	NA



**CLIFTON/MORENCI****GREENLEE CO** (CFT) 8 SE UTC-7 N32°57.42' W109°12.67'

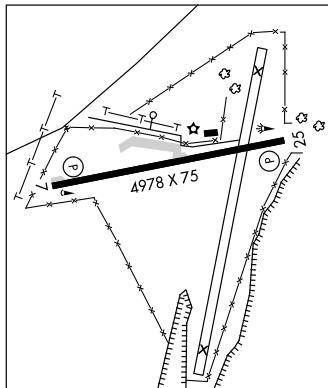
3798 B NOTAM FILE PRC

**RWY 07-25:** H4978X75 (ASPH) S-21 MIRL**RWY 07:** PAPI(P2L). **RWY 25:** PAPI(P2L).**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL Rwy 07-25—CTAF.

PAPI Rwy 07 and Rwy 25 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 119.05 (928) 687-1116.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE ABQ.**SILVER CITY (L) VORTAC** 110.8 SVC Chan 45 N32°38.26'

W108°09.66' 277° 56.4 NM to fld. 5420/13E.

**COCHISE CO** (See WILLCOX)**COCHISE COLLEGE** (See DOUGLAS)**COLORADO CITY MUNI** (AZC) 3 SW UTC-7 N36°57.60' W113°00.83'

4874 B S4 FUEL 100LL, JET A OX 3 TPA-5722(848) NOTAM FILE PRC

**RWY 11-29:** H6300X75 (ASPH) S-30 MIRL**RWY 11:** REIL. PAPI(P2L)—GA 3.0° TCH 40'. Rgt t/c.**RWY 29:** REIL. PAPI(P2L)—GA 3.0° TCH 40'.**RWY 02-20:** H5099X60 (ASPH) S-12.5 MIRL 0.7% up NE  
**AIRPORT REMARKS:** Attended Mon-Sat 1700-2300Z±. 2000' mountains north and northeast of arpt. ACTIVATE MIRL Rwy 11-29, PAPI Rwy 11 and Rwy 29 and REIL Rwy 11 and Rwy 29—CTAF.**WEATHER DATA SOURCES:** AWOS-3 118.375 (928) 875-8045. Plus precipitation and thunderstorm.**COMMUNICATIONS:** CTAF/UNICOM 122.7

® LOS ANGELES CENTER APP/DEP CON 124.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.**ST GEORGE (T) VORW/DME** 109.8 OZN Chan 35 N37°05.28'

W113°35.51' 090° 28.8 NM to fld. 2901/15E.

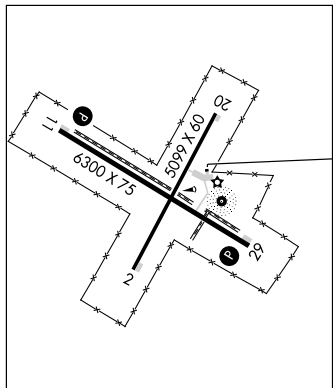
**NDB (MHW)** 403 AZC N36°57.59' W113°00.55' at fld.

NOTAM FILE PRC. Unusable 330°-100° byd 15 NM blo 9,200'.

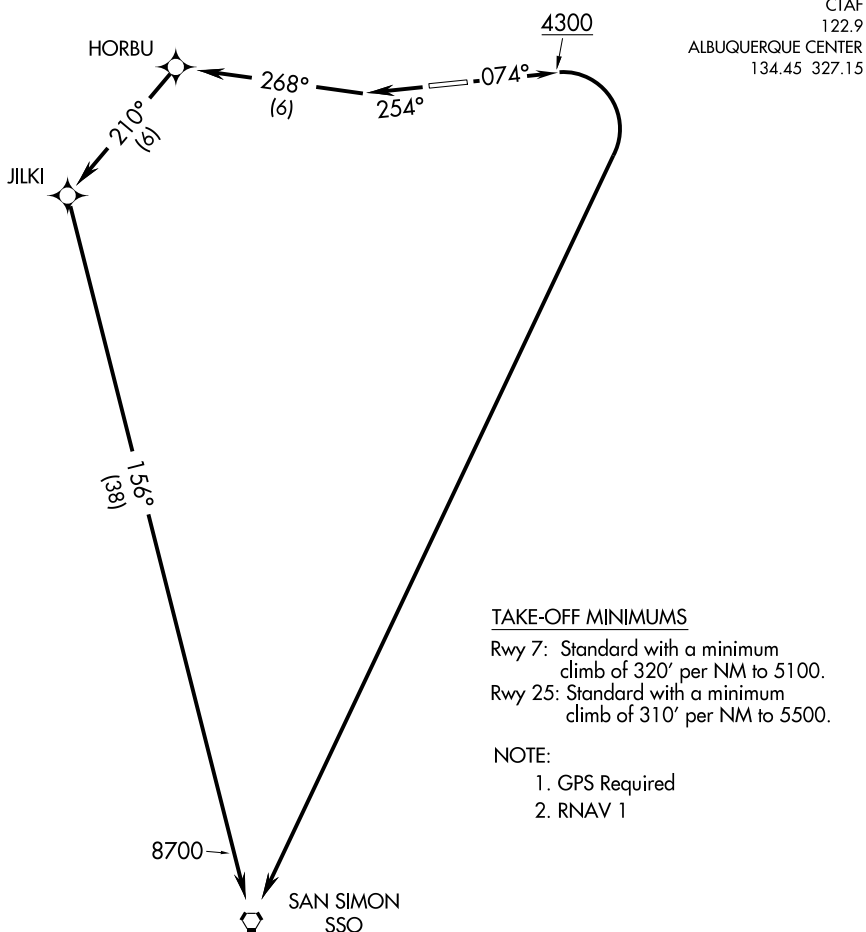
**LAS VEGAS**

H-4J, L-9C

IAP



## SAN SIMON ONE DEPARTURE (RNAV) (OBSTACLE)

**TAKE-OFF OBSTACLES**

Rwy 7: Multiple bushes, poles and trnsn towers beginning 221' from DER, 60' left of centerline, up to 139' AGL/4139' MSL.

Rwy 25: Vehicles on road traversing northeast to southwest beginning 67' from DER, up to 15' AGL/3734' MSL.

NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKE-OFF RUNWAY 7:** Climb heading 074° to 4300, then climbing right turn to 8700 direct SSO VORTAC.

**TAKE-OFF RUNWAY 25:** Climb to 8700 on heading 254° to intercept course 268° to HORBU and on track 210° to JILKI and on track 156° to SSO VORTAC.

**CLIFTON/MORENCI****GREENLEE CO** (CFT) 8 SE UTC-7 N32°57.42' W109°12.67'

3798 B NOTAM FILE PRC

**RWY 07-25:** H4978X75 (ASPH) S-21 MIRL**RWY 07:** PAPI(P2L). **RWY 25:** PAPI(P2L).**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL Rwy 07-25—CTAF.

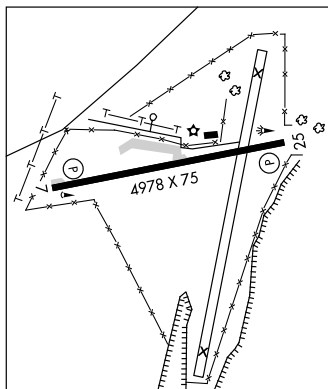
PAPI Rwy 07 and Rwy 25 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 119.05 (928) 687-1116.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE ABQ.**SILVER CITY (L) VORTAC** 110.8 SVC Chan 45 N32°38.26'

W108°09.66' 277° 56.4 NM to fld. 5420/13E.

PHOENIX

L-5D

**COCHISE CO** (See WILLCOX)**COCHISE COLLEGE** (See DOUGLAS)**COLORADO CITY MUNI** (AZC) 3 SW UTC-7 N36°57.60' W113°00.83'

4874 B S4 FUEL 100LL, JET A OX 3 TPA-5722(848) NOTAM FILE PRC

**RWY 11-29:** H6300X75 (ASPH) S-30 MIRL**RWY 11:** REIL. PAPI(P2L)—GA 3.0° TCH 40'. Rgt t/c.**RWY 29:** REIL. PAPI(P2L)—GA 3.0° TCH 40'.**RWY 02-20:** H5099X60 (ASPH) S-12.5 MIRL 0.7% up NE  
**AIRPORT REMARKS:** Attended Mon-Sat 1700-2300Z±. 2000' mountains north and northeast of arpt. ACTIVATE MIRL Rwy 11-29, PAPI Rwy 11 and Rwy 29 and REIL Rwy 11 and Rwy 29—CTAF.**WEATHER DATA SOURCES:** AWOS-3 118.375 (928) 875-8045. Plus precipitation and thunderstorm.**COMMUNICATIONS:** CTAF/UNICOM 122.7

® LOS ANGELES CENTER APP/DEP CON 124.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.**ST GEORGE (T) VOR/DME** 109.8 OZN Chan 35 N37°05.28'

W113°35.51' 090° 28.8 NM to fld. 2901/15E.

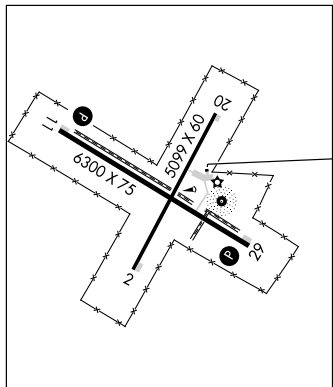
**NDB (MHW)** 403 AZC N36°57.59' W113°00.55' at fld.

NOTAM FILE PRC. Unusable 330°-100° byd 15 NM blo 9,200'.

LAS VEGAS

H-4J, L-9C

IAP



NDB AZC <b>403</b>	APP CRS <b>340°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>4871</b>
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# NDB or GPS-A

## COLORADO CITY MUNI (AZC)



NA

When local altimeter setting not received,  
procedure not authorized.

MISSED APPROACH: Climbing left turn to 7400 via  
heading 160°, then climbing left turn to 8400 direct  
AZC NDB and hold.

AWOS-3  
**118.375**

LOS ANGELES CENTER  
**124.2 343.6**

UNICOM  
**122.7 (CTAF) 0**

MATZO

9400  
120  
(21.2)

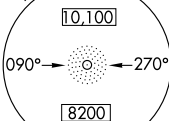
7363

6860

7080

6603

MSA AZC 25 NM



7400

8400

AZC

HDG 160°

403

NDB \*

Remain  
within 10 NM

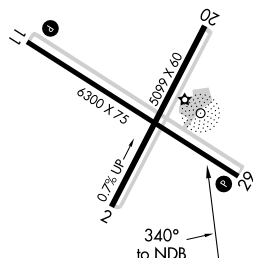
160°

340°

7200

\*Maintain 8600 feet or above until  
established outbound for procedure turn.

ELEV 4871



REIL Rwy 11 and 29 0  
MIRL Rwy 2-20  
MIRL Rwy 11-29 0

CATEGORY	A	B	C	D
CIRCLING	5700-1 829 (900-1)	5700-1¼ 829 (900-1¼)	5700-2½ 829 (900-2½)	5700-2¾ 829 (900-2¾)

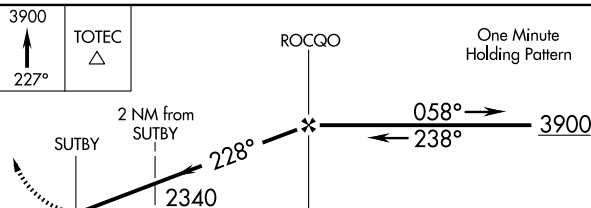
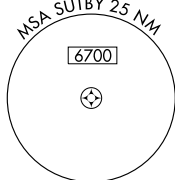
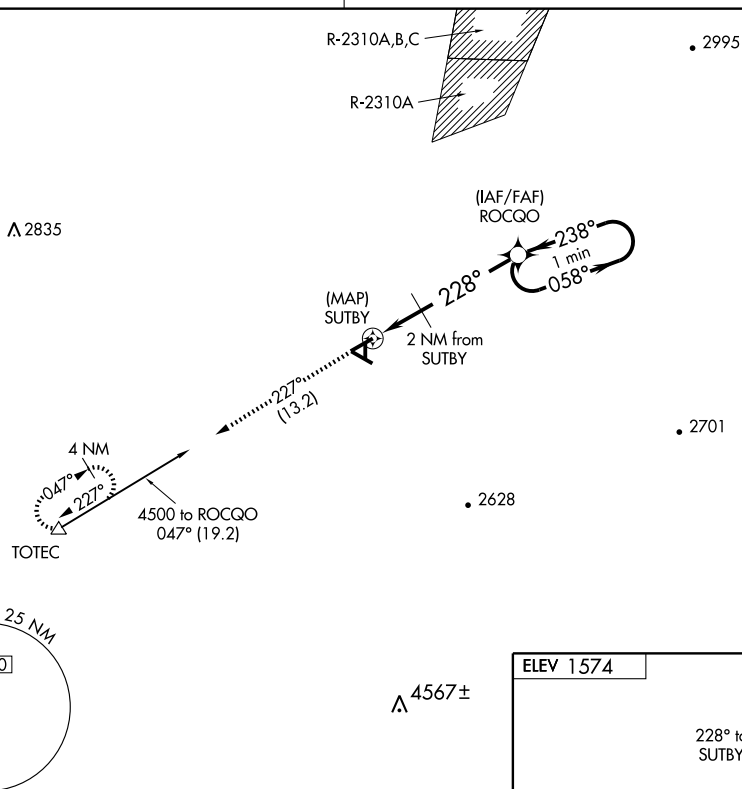
Knots	60	90	120	150	180
Min:Sec					



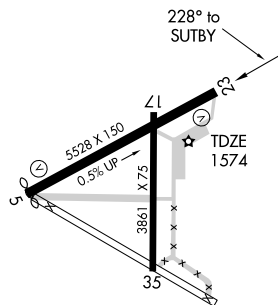
APP CRS  
**228°**Rwy Idg **5528**  
TDZE **1574**  
Apt Elev **1574****GPS RWY 23**  
COOLIDGE MUNI (P08)

Use Casa Grande Muni altimeter setting.

MISSED APPROACH: Climb to 3900 via 227° course to TOTECH and hold.

ALBUQUERQUE CENTER  
**125.4 269.3**UNICOM  
**123.075 (CTAF) 0**

ELEV 1574



CATEGORY	A	B	C	D
S-23	2060-1	486 (500-1)	NA	
CIRCLING	2100-1	526 (600-1)	NA	

MIRL Rwy 5-23 0

VORTAC TFD <b>114.8</b> Chan <b>95</b>	APP CRS <b>071°</b>	Rwy Idg TDZE Apt Elev	<b>5478</b> <b>1548</b> <b>1574</b>
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# VOR/DME RWY 5

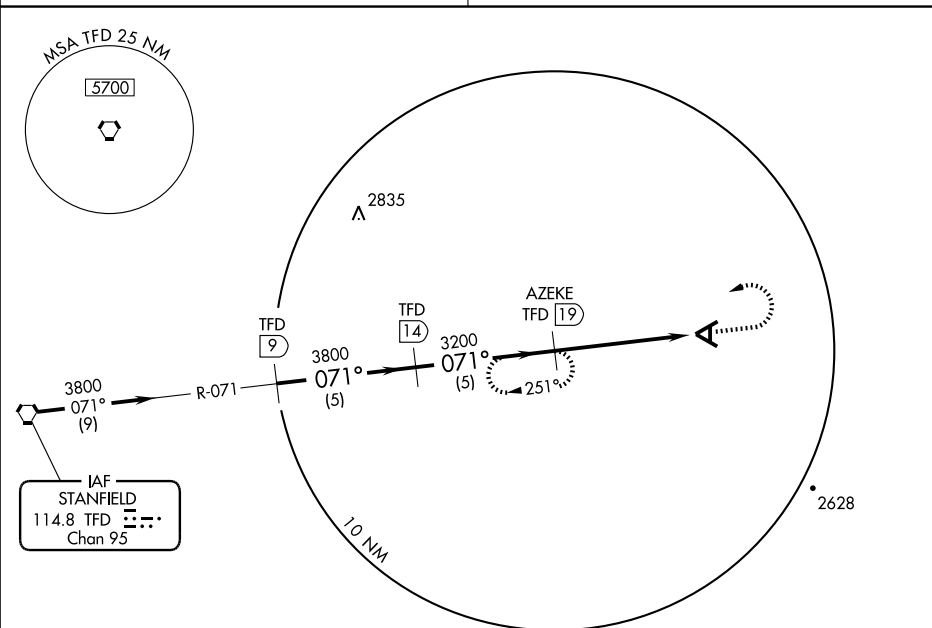
COOLIDGE MUNI (P08)

**NA** Use Casa Grande Muni altimeter setting.

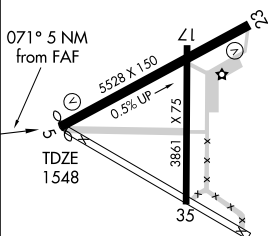
MISSED APPROACH: Climb to 2300, then climbing left turn to 3500 via TFD VORTAC R-071 to AZEKE/19 DME and hold.

ALBUQUERQUE CENTER  
**125.4 269.3**

UNICOM  
**123.075 (CTAF)**



ELEV 1574



MIRL Rwy 5-23

Procedure	Turn	NA	TFD 9	TFD 14	AZEKE TFD 19	TFD 24
3800	071°	3800	071°	3200		
5 NM		5 NM		5 NM		
CATEGORY	A	B	C	D		
S-5	2000-1 452 (500-1)	2000-1¼ 452 (500-1¼)	NA			
CIRCLING	2100-1 526 (600-1)	2100-1¼ 526 (600-1¼)	NA			

**DOUGLAS BISBEE****BISBEE DOUGLAS INTL** (DUG) 8 NW UTC-7 N31°28.14' W109°36.22'

4154 B S2 FUEL 100LL, JET A AOE NOTAM FILE DUG

RWY 17-35: H7311X100 (ASPH-RFSC) S-30, D-160, 2S-175, 2D-250 MIRL 0.6% up N

RWY 17: VASI(V2L).

RWY 08-26: H5000X75 (ASPH) S-12.5 MIRL 0.6% up E

RWY 08: Brush.

**AIRPORT REMARKS:** Attended 1430-2330Z. Fuel svc fee Mon-Fri 0300-1430Z, all day Sat-Sun, phone 520-508-3606 or 520-227-3369. Rwy 08-26 VFR ops only, daylight use only. Rwy 17-35 rfsc 100' wide. ACTIVATE MIRL Rwy 17-35 and VASI Rwy 17—CTAF. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—U.S. Special Customs Requirement.

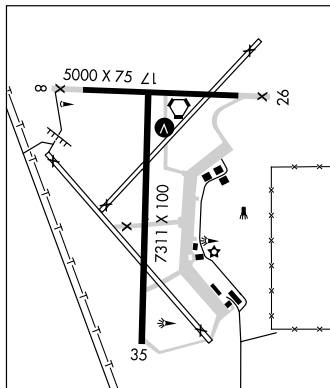
**WEATHER DATA SOURCES:** ASOS 119.275 (520) 364-7208.**COMMUNICATIONS:** CTAF/UNICOM 123.0

BISBEE RCO 122.4 (PRESCOTT RADIO)

DOUGLAS RCO 122.6 (PRESCOTT RADIO)

**AIRSPACE:** CLASS E svc 1300-0400Z other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE DUG.

DOUGLAS (L) VORTACW 108.8 DUG Chan 25 N31°28.36' W109°36.12' at fld. 4160/13E.

**DRAG00** N31°35.14' W110°20.66' NOTAM FILE FHU.

NDB (MHW) 410 DAO at Sierra Vista Muni-Libby AAF. Unmonitored when twr closed.

PHOENIX

L-5C

**DRAKE** N34°42.15' W112°28.82' NOTAM FILE PRC.

(H) VORTACW 114.1 DRK Chan 88 120° 4.2 NM to Ernest A. Love Fld. 4963/14E.

PHOENIX

H-4, L-8F

VORTAC unusable.

055°-080°beyond 29 NM below 9,300'

125°-140°beyond 35 NM below 8,500'

140°-160°beyond 30 NM below 9,500'

160°-175°beyond 35 NM below 9,500'

175°-185°beyond 30 NM below 9,500'

185°-195°beyond 23 NM below 9,100'

195°-220°beyond 13 NM below 9,100'

220°-235°beyond 25 NM below 9,100'

265°-275°beyond 30 NM below 8,800'

**EAGLE AIRPARK** (See BULLHEAD CITY)**ELOY MUNI** (E60) 3 NW UTC-7 N32°48.41' W111°35.20'

1513 B FUEL 100LL, JET A TPA-2313(800) NOTAM FILE PRC

RWY 02-20: H3900X75 (ASPH) MIRL

RWY 02: REIL. VASI(V2L). Tree.

RWY 20: REIL. VASI(V2L). Rgt tfc.

**AIRPORT REMARKS:** Attended 1400-2300Z. Self-fueling avbl. Parachute Jumping. Seasonal crop dusting operations. Apch from W and do not overfly arpt, extremely heavy parachute jumping activity over E side of arpt SR-SS. When wind 10 knots or less dep Rwy 02 and land Rwy 20. Rotating bcn OTS indef. REIL Rwy 02 and Rwy 20 OTS indef. VASI Rwy 02 and Rwy 20 OTS indef. ACTIVATE MIRL Rwy 02-20—CTAF. VASI Rwy 02 and Rwy 20 and REIL Rwy 02 and Rwy 20 opr continuously.

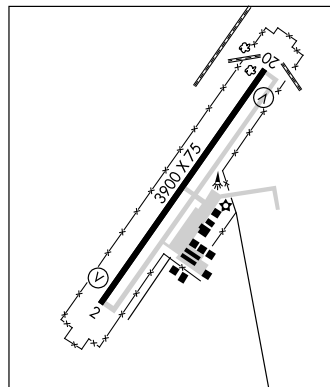
**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE PRC.

STANFIELD (H) VORTAC 114.8 TFD Chan 95 N32°53.15'

W111°54.52' 094° 17.0 NM to fld. 1316/12E.

PHOENIX

L-5B, A

**ERIC MARCUS MUNI** (See AJO)**ERNEST A. LOVE FLD** (See PRESCOTT)**ESTRELLA AIRPORT** (See MARICOPA)



VORTAC DUG  
**108.8**  
 Chan **25**

APP CRS  
**140°**

Rwy Idg  
 TDZE  
 Apt Elev  
**7311**  
**4123**  
**4151**

# VOR/DME or GPS RWY 17

DOUGLAS-BISBEE / BISBEE-DOUGLAS INTL (DUG)

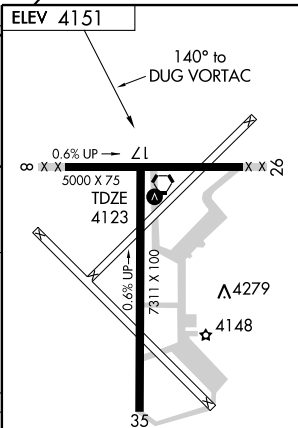
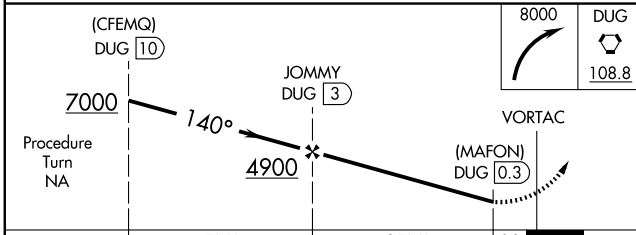
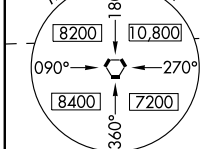
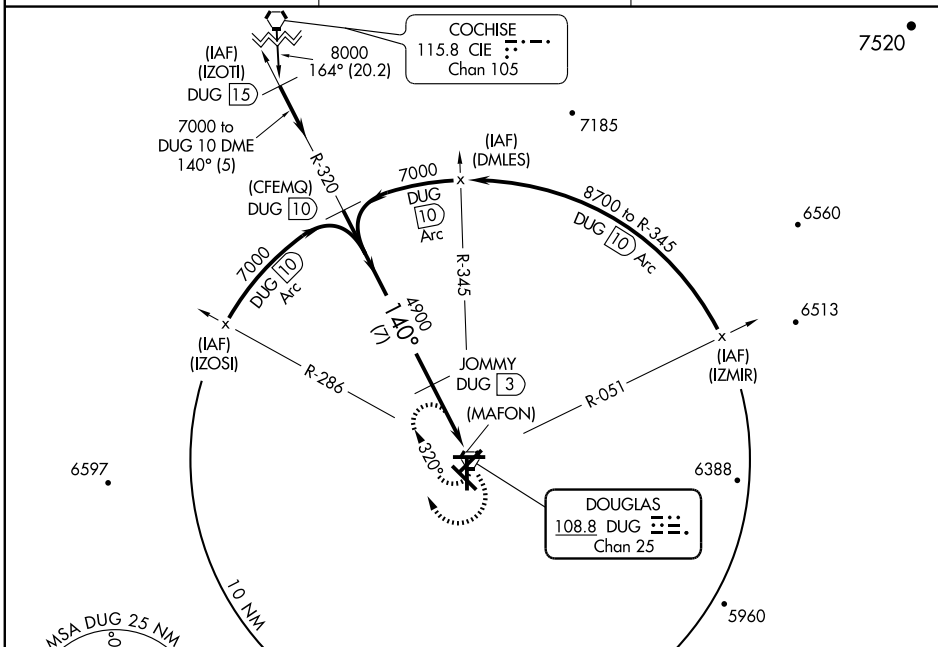


MISSED APPROACH: Climbing right turn to 8000  
 in DUG VORTAC holding pattern.

ASOS  
**119.275**

PRESCOTT RADIO  
**122.6**

UNICOM  
**123.0** (CTAF) **1**



CATEGORY	A	B	C	D
S-17	4440-1 317 (300-1)			
CIRCLING	4580-1 429 (500-1)	4620-1 469 (500-1)	4620-1½ 469 (500-1½)	4720-2 569 (600-2)

MIRL Rwy 17-35 **1**

VORTAC DUG <b>108.8</b> Chan <b>25</b>	APP CRS <b>140°</b>	Rwy Idg TDZE Apt Elev	<b>7311</b> <b>4123</b> <b>4151</b>
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**VOR RWY 17**

DOUGLAS-BISBEE / BISBEE-DOUGLAS INTL (DUG)



MISSED APPROACH: Climbing right turn to 8000  
in DUG VORTAC holding pattern.

ASOS  
**119.275**

PRESCOTT RADIO  
**122.6**

UNICOM  
**123.0** (CTAF) **0**

COCHISE  
115.8 CIE ---  
Chan 105

7185

6560

6513

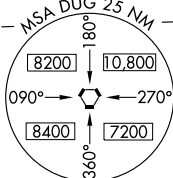
6597

6388

5960

5312

UNITED STATES  
MEXICO



Remain  
within 10 NM

VORTAC

6000

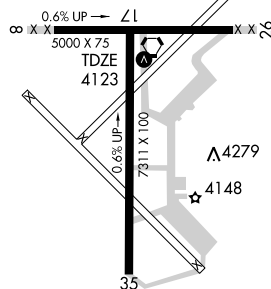
320°

140°

8000 DUG  
108.8

ELEV 4151

140° to  
DUG VORTAC



CATEGORY	A	B	C	D
S-17	4580-1	457 (500-1)	4580-1¼ 457 (500-1¼)	4580-1½ 457 (500-1½)
CIRCLING	4580-1 429 (500-1)	4620-1 469 (500-1)	4620-1½ 469 (500-1½)	4720-2 569 (600-2)

MIRL Rwy 17-35 **0****VOR RWY 17**

# AIRPORT DIAGRAM

AL-5034 (FAA)

FLAGSTAFF PULLIAM (FLG)  
FLAGSTAFF, ARIZONA

ATIS  
125.8  
FLAGSTAFF TOWER★  
134.55 226.3  
GND CON  
121.9

D

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

VAR 11.3° E

35°09'N  
ELEV  
6996

RWY 03-21  
S-30, D-95, 2S-120, 2D-140

CONTROL  
TOWER  
7069

FIRE  
STATION

TERMINAL

HANGARS

FBO  
7081

8800 X 150

35°08'N

FIELD  
ELEV  
7014

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

111°41'W

111°40'W

# AIRPORT DIAGRAM

FLAGSTAFF, ARIZONA  
FLAGSTAFF PULLIAM (FLG)

**FALCON FLD** (See MESA)**FLAGSTAFF PULLIAM** (FLG) 4 S UTC-7 N35°08.42' W111°40.16'

PHOENIX

7014 B S4 FUEL 100LL, JET A OX 2 TPA—See Remarks Class I, ARFF Index A

H-4J, L-8G

NOTAM FILE FLG

IAP, AD

RWY 03-21: H8800X150 (ASPH-PFC) S-30, D-95, 2S-120, 2D-140 HIRL

RWY 03: VASI(V4L)—GA 3.0° TCH 42'.

RWY 21: MALS. PAPI(P4L)—GA 3.0° TCH 51'. Thld dsplcd 1800'.

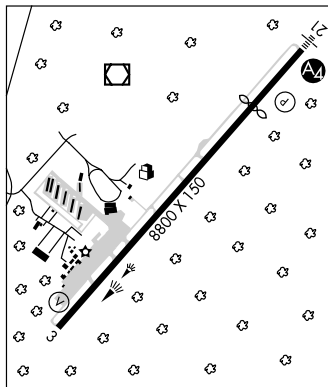
**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 03: TORA-8800 TODA-8800 ASDA-8800 LDA-8800

RWY 21: TORA-8800 TODA-8800 ASDA-8800 LDA-7000

**AIRPORT REMARKS:** Attended 1300-0600Z. Fuel self-service 24 hrs.

Rwy 03-21 windshear and turbulence at both ends of rwy when surface winds exceed 10 knots. CLOSED to air carrier ops with more than 30 passenger seats except 24 hr PPR 928-556-1234. Snow removal equipment may be on rwy. Equipment has 2-way radio and monitors frequency 134.55 when twr clsd. Arpt may be CLOSED during snow removal. For current snow removal equipment activity ctc 134.55. Calm wind conditions use Rwy 21. Noise Abatement: Avoid overflight of village 3 miles south. TPA-8003(989) Conventional acft, 7503(489) Helicopter, 8503(1489) High Performance. When twr closed ACTIVATE HIRL Rwy 03-21 and MALS Rwy 21—CTAF. VASI Rwy 03 and PAPI Rwy 21 opr continuously.

**WEATHER DATA SOURCES:** ASOS (928) 779-2439.**COMMUNICATIONS:** CTAF 134.55 ATIS 125.8 UNICOM 122.95

RCO 123.65R 113.85T (PRESCOTT RADIO)

KAYENTA RCO 122.45 (PRESCOTT RADIO)

MINGUS MOUNTAIN RCO 122.3 (PRESCOTT RADIO)

® ALBUQUERQUE CENTER APP/DEP CON 124.5

TOWER 134.55 (April 1-Sep 30 1300-0400Z Oct 1-Mar 31 1400-0200Z) GND CON 121.9

**AIRSPACE:** CLASS D svc Apr 1-Sep 30 1300-0400Z Oct 1-Mar 31 1400-0200Z other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE FLG.

(H) VOR/DME 113.85 FLG Chan 85(Y) N35°08.83' W111°40.45' at fld. 7026/14E.

DME unusable:

230°-255° byd 20 NM blo 15,000'

VOR/DME unusable:

335°-030° byd 19 NM blo 24,000'

ILS 110.5 I-FLG Rwy 21. Glideslope unusable byd 5° left and right of LOC course. LOC unusable inside of FLG 0.8 DME

**FLYING J RANCH** (See PIMA)**FORT HUACHUCA** N31°35.13' W110°20.34' NOTAM FILE FHU.

PHOENIX

(T) TACAN Chan 53 ARH (111.6) at Sierra Vista Muni—Libby AAF. 4659/12E. Unmonitored when twr clsd, no NOTAM MP 1st Wed of month 1500-2300Z. TACAN unusable 105°-250° byd 10 NM, 250°-300° byd 20 NM.

H-4K, L-5C

ILS or LOC/DME RWY 21  
FLAGSTAFF PULLIAM (FLG)

MALS



**MISSED APPROACH:** Climb to 9000 then climbing right turn to 11000 direct to FLG VOR/DME and hold.

FLAGSTAFF PULLIAM (FLG)

35°08'N-111°40'W

ILS or LOC/DME RWY 21

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4. 21 OCT 2010 to 18 NOV 2010

APP CRS <b>261°</b>	Rwy Idg TDZE Apt Elev <b>7014</b>	N/A N/A <b>7014</b>
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# RNAV (GPS)-B

FLAGSTAFF PULLIAM (FLG)

When local altimeter setting not received, procedure NA.  
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing left turn to 9500  
direct TAWNE and hold.

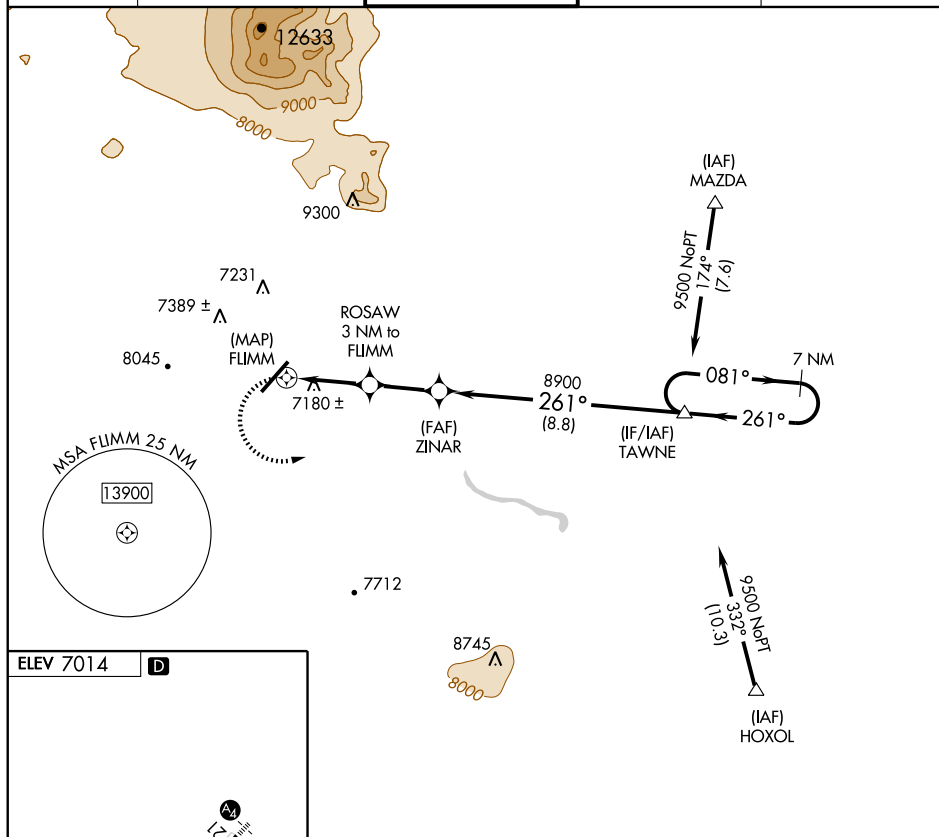
ATIS  
**125.8**

ALBUQUERQUE CENTER  
**124.5 306.2**

FLAGSTAFF TOWER ★  
**134.55 (CTAF) 226.3**

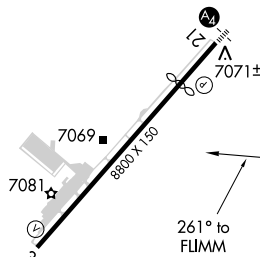
GND CON  
**121.9**

UNICOM  
**122.95**

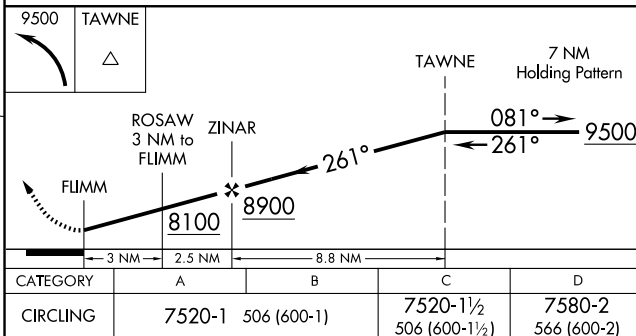


ELEV 7014

D



HIRL Rwy 3-21



FLAGSTAFF, ARIZONA  
Orig 23SEP10

35°08'N-111°40'W

FLAGSTAFF PULLIAM (FLG)  
RNAV (GPS)-B

SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 3  
FLAGSTAFF PULLIAM (FLG)

**MISSED APPROACH:** Climb to 9500 direct LAKKS and on track 090° to TAWNE and hold.

8047

9300

7231

7389±

8045

10500 to SEZCY  
205° (12)

7101±

RW03

7746±

YEDUV  
3.5 NM to RW03

(FAF) TOHQU

(IF/IAF) SEZCY

8700  
027° (6)

027°

207°

7 NM

9600 NoPT  
020° (16.1)

9600 NoPT  
307° (9.2)

LAKKS

090°

7712

8745

8000

083°

263°

7 NM

TAWNE

MSA RW03 2.5 NM

13900

SEZCY TOHQU YEDUV 3.5 NM to RW03

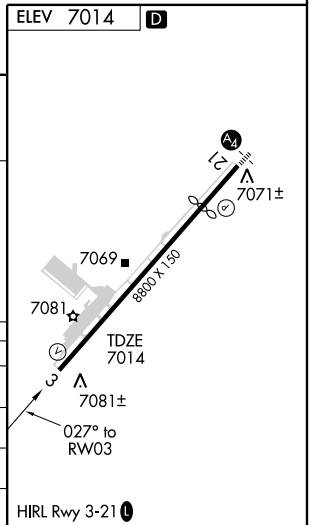
9600 ← 207° 027° → 8700 8160\* RW03

6 NM 1.6 NM 3.5 NM

GS 3.00° TCH 42

CATEGORY	A	B	C	D
LPV DA	7264-1 250 (300-1)			
LNAV/VNAV DA	7479-1 <sup>3</sup> / <sub>4</sub> 465 (500-1 <sup>3</sup> / <sub>4</sub> )			
LNAV MDA	7360-1 346 (400-1)			7360-1 <sup>1</sup> / <sub>4</sub> 346 (400-1 <sup>1</sup> / <sub>4</sub> )
CIRCLING	7520-1 506 (600-1)		7520-1 <sup>1</sup> / <sub>2</sub> 506 (600-1 <sup>1</sup> / <sub>2</sub> )	7580-2 566 (600-2)

\*LNAV only



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4. 21 OCT 2010 to 18 NOV 2010

# RNAV (GPS) Y RWY 21

FLAGSTAFF PULLIAM (FLG)

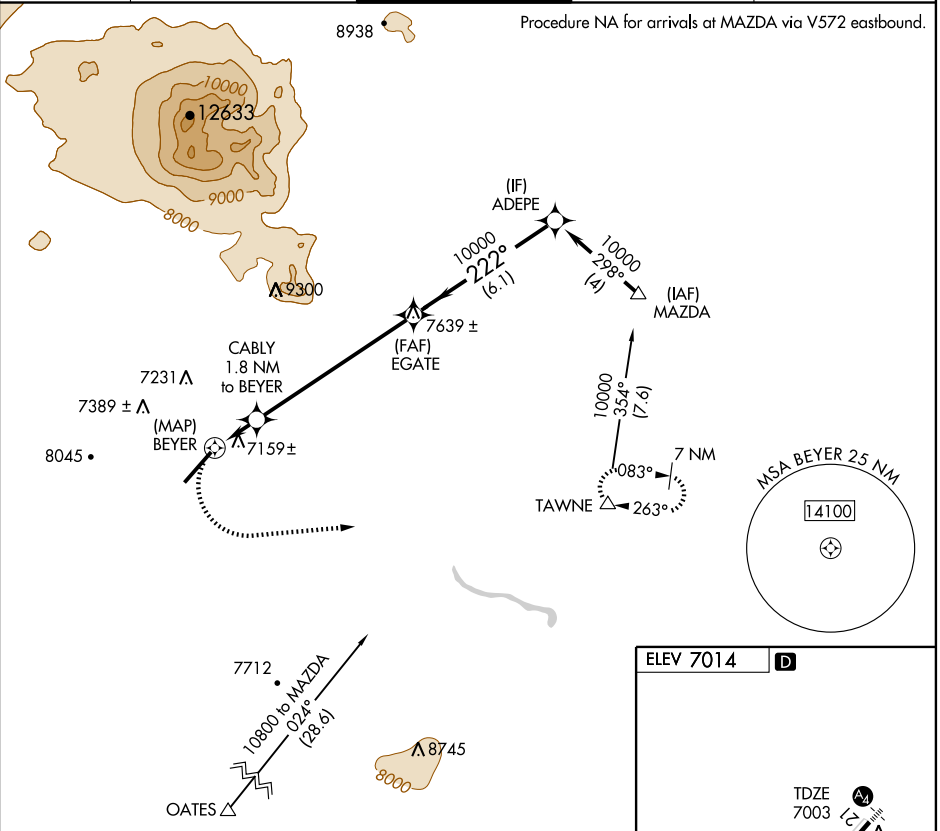
APP CRS <b>222°</b>	Rwy Idg <b>7000</b>
	TDZE <b>7003</b>
	Apt Elev <b>7014</b>

When local altimeter setting not received, procedure NA.  
DME/DME RNP -0.3 NA.  
Visibility reduction by helicopters NA.

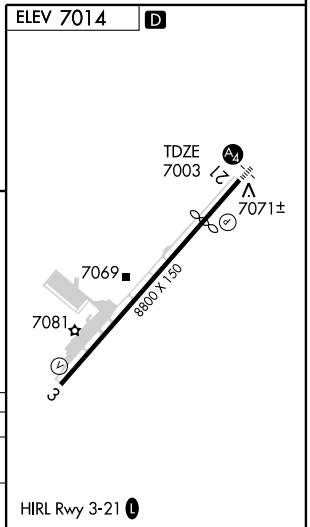
MALS  
-III-  
A

MISSED APPROACH: Climbing left turn to 10500  
direct TAWNE and hold, continue climb-in-hold to  
10500.

ATIS <b>125.8</b>	ALBUQUERQUE CENTER <b>124.5 306.2</b>	FLAGSTAFF TOWER ★ <b>134.55 (CTAF) 226.3</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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10500	TAWNE	EGATE	ADEPE	Procedure Turn NA
BEYER	CABLY 1.8 NM to BEYER			
7800	7800	10000	10000	
0.4	1.8 NM	6.8 NM	6.1 NM	
CATEGORY	A	B	C	D
LNNAV MDA	7420-1	417 (500-1)	7420-1¼ 417 (500-1¼)	7420-1⅞ 417 (500-1⅞)
CIRCLING	7520-1 506 (600-1)	7560-1 546 (600-1)	7560-1½ 546 (600-1½)	7580-2 566 (600-2)



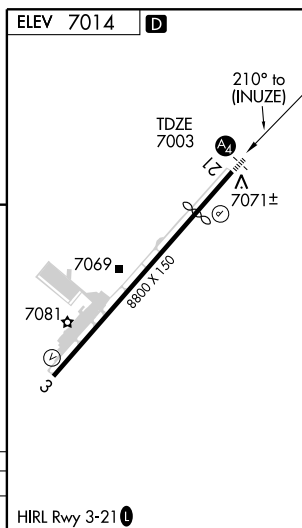
FLAGSTAFF, ARIZONA  
Orig 09239

FLAGSTAFF PULLIAM (FLG)  
RNAV (GPS) Y RWY 21



FLAGSTAFF PULLIAM (FLG)

**MISSED APPROACH:** Climb to 10500 direct WELAT and via 162° track to SECOK and left turn via 043° track to TAWNE and hold.

UNICOM  
122.95

FLAGSTAFF PULLIAM (FLG)  
RNAV (GPS) Z RWY 21

VOR/DME FLG  
**113.85**  
Chan **85** (Y)

APP CRS  
293°

Rwy Idg	N/A
TDZE	N/A
Apt Elev	7014

VOR-A  
FLAGSTAFF PULLIAM (FLG)

**T**  
**A** When local altimeter setting not received, procedure NA.

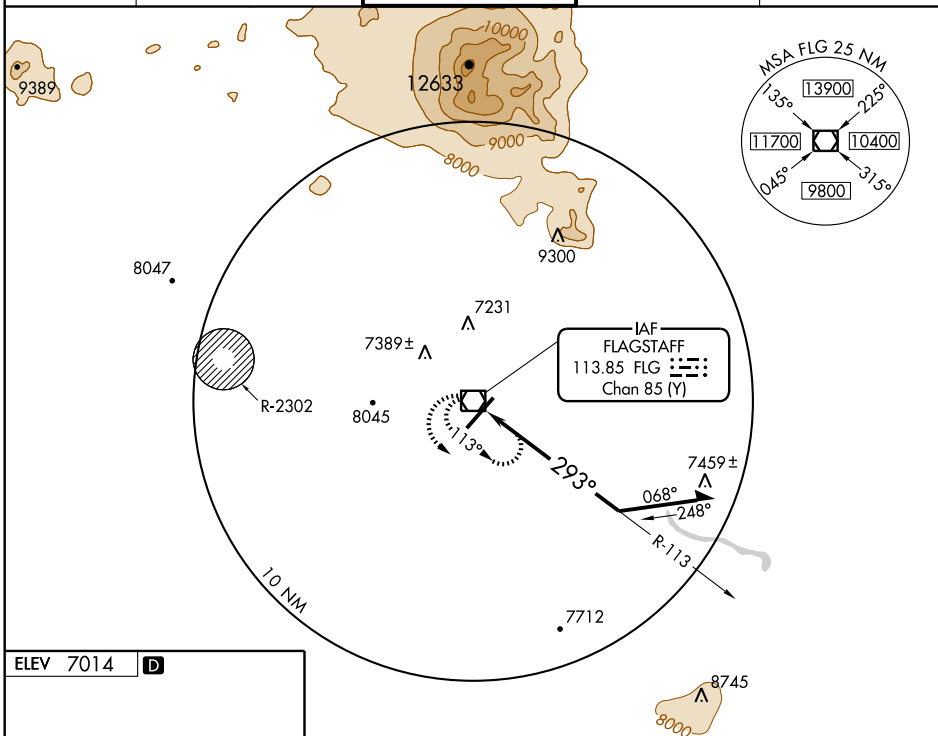
**MISSED APPROACH:** Climbing left turn to 9800 via FLG VOR/DME R-113 outbound then climbing left turn to 11000 via FLG VOR/DME R-113 inbound to FLG VOR/DME and hold.

ATIS  
**125.8**

ALBUQUERQUE CENTER  
124.5 306.2

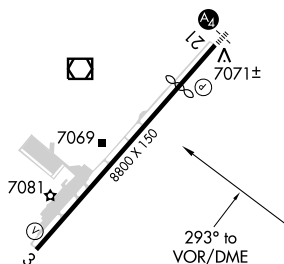
FLAGSTAFF TOWER ★  
134.55 (CTAF) **L** 226.3

GND CON  
**121.9**

UNICOM  
122.95

ELEV 7014

**D**

HIRL Rwy 3-21 **L**

Amdt 4 23SEP10

CATEGORY	A	B	C	D
CIRCLING	8300-1¼ 1286 (1300-1¼)	8300-1½ 1286 (1300-1½)	8300-3	1286 (1300-3)

FLAGSTAFF PULLIAM (FLG)

# VOR-A

35°08'N-111°40'W

SW-4. 21 OCT 2010 to 18 NOV 2010

VOR/DME FLG <b>113.85</b> Chan <b>85</b> (Y)	APP CRS <b>236°</b>	Rwy Idg <b>7000</b> TDZE <b>7000</b> Apt Elev <b>7011</b>
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VOR/DME RWY 21  
FLAGSTAFF PULLIAM (FLG)

**T** Inoperative table does not apply.

MALS





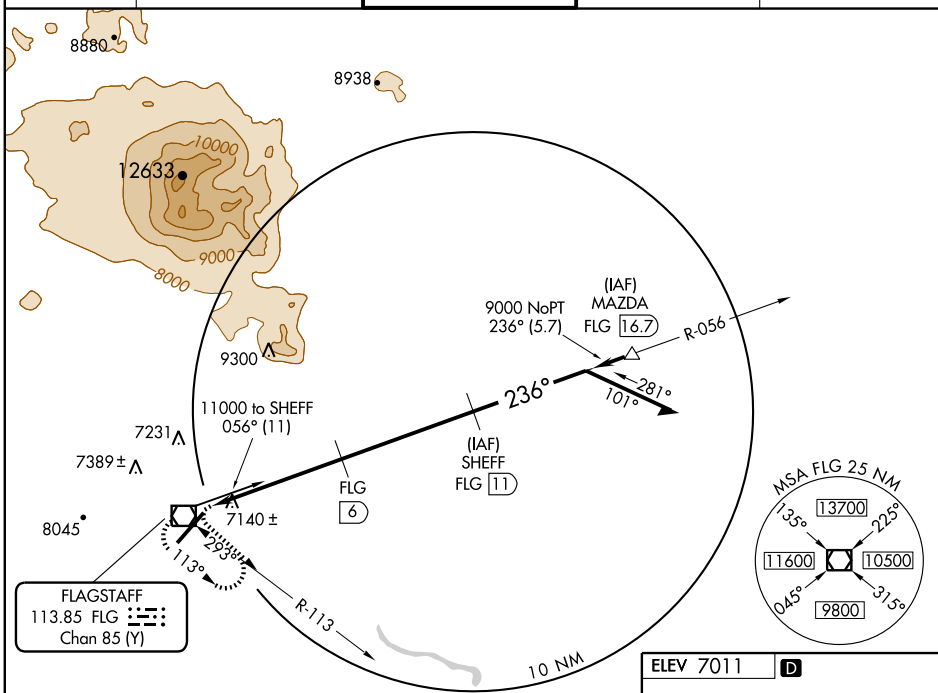
**MISSED APPROACH:** Climbing left turn to 9000 via FLG R-113, reverse course climbing to 11000 direct to FLG VOR/DME and hold.

ATIS  
125.8

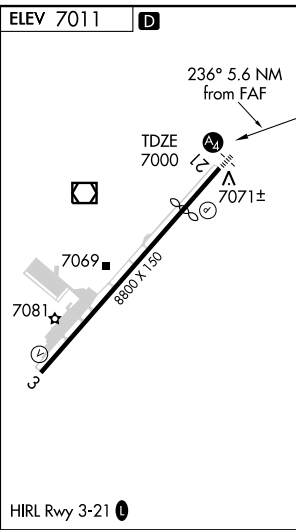
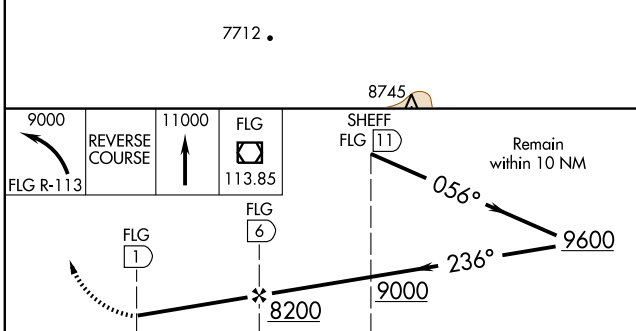
ALBUQUERQUE CENTER  
124.5 306.2

FLAGSTAFF TOWER ★  
134.55 (CTAF) **L** 226.3

GND CON  
**121.9**

UNICOM  
122.95

SW-4. 21 OCT 2010 to 18 NOV 2010



FLAGSTAFF, ARIZONA  
Orig-B 08325

35°08'N-111°40'W

FLAGSTAFF PULLIAM (FLG)  
VOR/DME RWY 21

## AIRPORT DIAGRAM

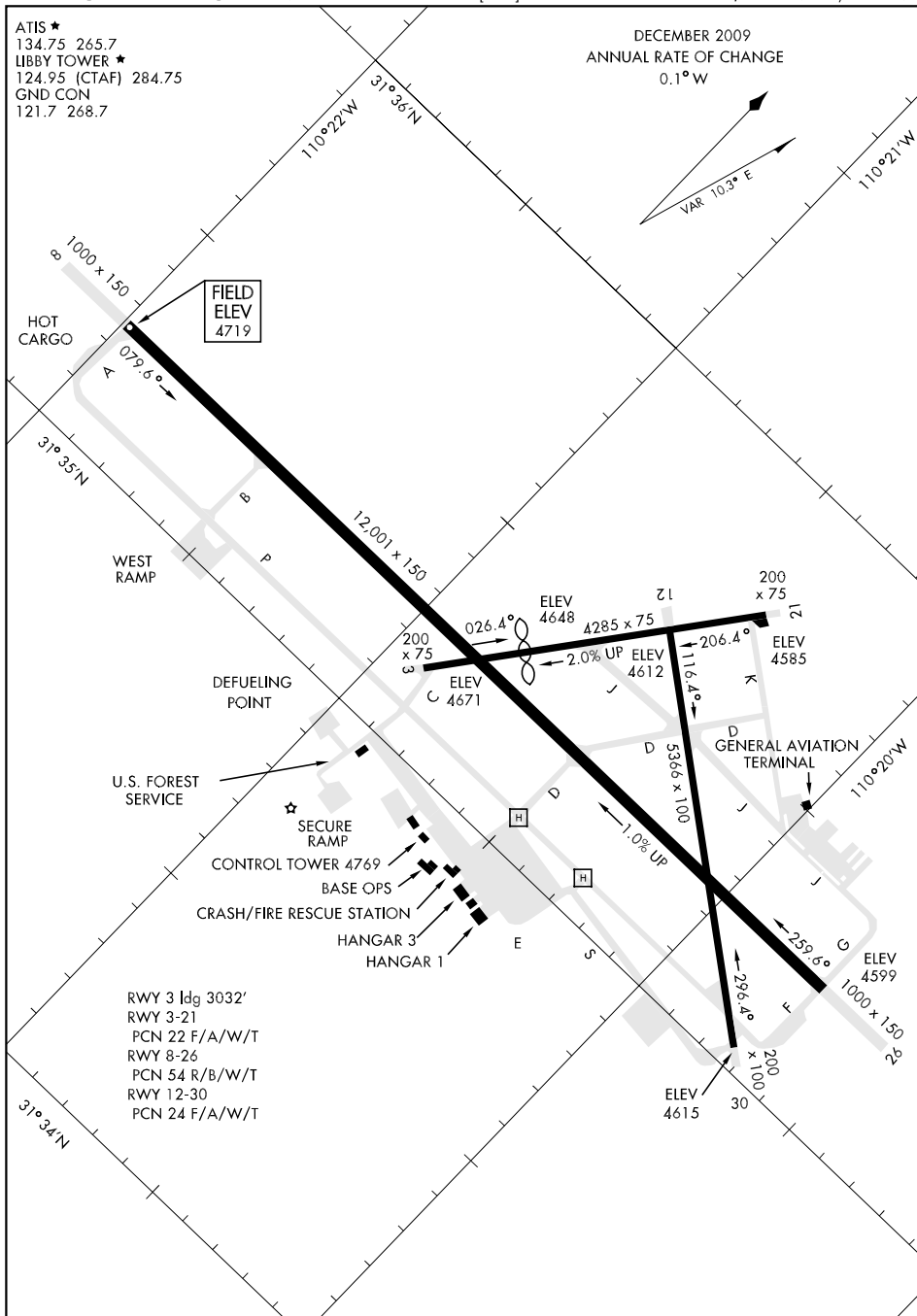
AFD-5081 [USA]

FORT HUACHUCA/SIERRA VISTA, ARIZONA

ATIS ★  
134.75 265.7  
LIBBY TOWER ★  
124.95 (CTAF) 284.75  
GND CON  
121.7 268.7

DECEMBER 2009  
ANNUAL RATE OF CHANGE  
0.1° W

SW-4, 21 OCT 2010 to 18 NOV 2010



SW-4, 21 OCT 2010 to 18 NOV 2010

## AIRPORT DIAGRAM

FORT HUACHUCA/SIERRA VISTA, ARIZONA

FORT HUACHUCA-SIERRA VISTA/SIERRA VISTA MUNI-LIBBY AAF (KFHU)

## FORT HUACHUCA—SIERRA VISTA

SIERRA VISTA MUNI—LIBBY AAF (FORT HUACHUCA) (FHU)(KFHU) CIV/MIL 3 N UTC-7

PHOENIX

H-4K, L-5C

IAP, DIAP, AD

N31°35.31' W110°20.66'

4719 B FUEL 100, JET A TPA—See Remarks Class IV, ARFF Index A NOTAM FILE FHU

RWY 08-26: H12001X150 (CONC) S-70, D-200, 2D-400,  
2D/2D2-700 PCN 54 R/B/W/T HIRL 1.0% up W

RWY 08: PAPI(P4L)—GA 3.0° TCH 26'.

RWY 26: PAPI(P4L)—GA 3.0°. Rgt tfc.

RWY 12-30: H5366X100 (ASPH-CONC) S-46, D-106, 2D-137,  
DDT-172 PCN 24 F/A/W/T MIRL

RWY 12: PAPI(P4L)—GA 3.0° TCH 51'.

RWY 30: PAPI(P2R)—GA 3.0° TCH 51'. Rgt tfc.

RWY 03-21: H4285X75 (ASPH-CONC) PCN 22 F/A/W/T  
2.0% up SW MIRL

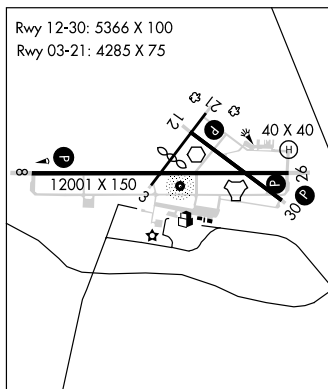
RWY 03: Thld dsplcd 1253'.

RWY 21: Rgt tfc.

**MILITARY SERVICES:** FUEL J8 (NC-100, A). Petrol, oils and lubricants avbl Mon-Fri 1330-0100Z, exc holidays, other times 24 hr prior notice. DSN 879-2860/62. Petrol, oils and lubricants svc require crew member attend to specify fuel/oil requirement. Fuel limited to 6000 gallons. **TRAN ALERT** Tran acft, ctc Libby ATC or Base OPS to coordinate parking.

**AIRPORT REMARKS:** Attended Mon-Sun 1400-0000Z. Fuel available 1400-0000Z 7 days/week, after hrs call 520-803-6439 (svc fee). Joint use civil-military arpt; extensive military jet ops weekdays. Bird hazard invof all rwys on tkfs and apchs. Deer on and invof all rwys and twys especially at night. When Class D airspace in effect unmanned aerial vehicles opr surface to 7000' MSL. Bird hazard exists all rwys. Civilian manned flights not authorized during arrival/departure/overflights of unmanned acft. Civilian traffic pattern work not authorized during times of unmanned acft pattern work. Civilian departures and full stop lds are authorized during times of unmanned acft pattern work. Class D surface area clsd sunset to sunrise during unmanned acft ops. Expect windshear on apch to all rwys. Civilian acft PPR to enter military ramp. Non scheduled arriving acft requiring assistance, ctc GOC 533-2291/2292. TPA—fixed wing acft north and rotary wing south traffic pattern, altitude fixed wing reciprocating 5700(981), rotary wing 5500(781), fixed wing turboprop/jet 6200(1481). Twy G and Twy J limited to single wheel acft maximum 33,000 lbs, Twy K limited to single wheel acft maximum 50,000 lbs. Twy D and acft apron on NW side limited to dual wheels acft maximum 100,000 lbs. Circling not authorized South of Rwy 08 and Rwy 30. **ACTIVATE** MIRL Rwy 03-21 and Rwy 12-30, HIRL Rwy 08-26, PAPI Rwy 08, Rwy 26, Rwy 12, Rwy 30 and Perimeter lgt H1—CTAF. **NOTE:** See Special Notices—Tethered Areostat Radar System (TARS).

**MILITARY REMARKS:** Opr Mon-Fri 1000-2359Z, except holidays, other times 72 hr PPR DSN 879-2860/2862, C520-538-2860/2862. See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** 24 hr PPR for all transient military acft. Civilian acft PPR to enter military ramp. Twy G limited to single wheel acft maximum 33,000 lbs, Twy K limited to single wheel acft maximum 50,000 lbs. Circling not authorized South of Rwy 08 and Rwy 30. **CAUTION** Expect wind shear on apch to all rwy; arpt SW wind may not be representative of wind on final apch. When Class D airspace in effect unmanned aerial vehicles (UAV) operate sfc to 7000' MSL. Extensive military jet ops weekdays. **CSTMS/AG/IMG** Avbl with 72 hr prior notice for US military or DoD contract acft only. **MISC** All transient and remain overnight acft using mid side must sign in at base ops prior to dep flight line. 72 hr PPR for use of assault strip located 5 NM NE. Non-scheduled arriving acft require assistance ctc EOC 533-2291. All acft using military transient parking sign in at base ops prior to leaving flight line. Wx observation/forecast Mon-Fri 1400-0600Z, except holidays, ASOS other times. Libby wx avbl on 122.95. DSN 879-2865/2859 C520-538-2865/2859. Remote briefing svc avbl 25th operational weather squadron Davis-Monthan AFB DSN 228-6598/6599/6588, call C520-228-6598/6599/6588, and C1-877-451-8367, ext 1, or [HTTPS://25OWS.DM.AF.MIL](https://25OWS.DM.AF.MIL). A Libby Base OPS opr Mon-Fri 1400-2359Z, except holidays other times 72 hr PPR. DSN 879-2860/2862, C520-538-2860/2862.

**WEATHER DATA SOURCES:** ASOS 119.675 (520) 459-7316**COMMUNICATIONS:** CTAF 124.95 ATIS 134.75 265.7 UNICOM 122.95⑧ **LIBBY AAF GCA APP/DEP CON** 127.05 254.35 (Mon-Fri 1400-0600Z) other times ctc⑧ **ALBUQUERQUE CENTER APP/DEP CON** 134.45 327.15**LIBBY TOWER** 124.95 284.75 (Mon-Fri 1400-0600Z) other times ctc ALBUQUERQUE CENTER.**GND CON** 121.7 268.7**LIBBY OPS** 122.95**AIRSPACE:** CLASS D svc Mon-Fri 1400-0600Z, or other times by advanced NOTAM, other times Class G.

CONTINUED ON NEXT PAGE

## CONTINUED FROM PRECEDING PAGE

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FHU.

**LIBBY (T) VOR** 113.6 FHU N31°35.38' W110°21.30' at fld. Unmonitored when twr clsd. No NOTAM MP  
2nd Tue of month 1500–1900Z.

**DOUGLAS (L) VORTAC** 108.8 DUG Chan 25 N31°28.36' W109°36.12' 268° 38.7 NM to fld. 4160/13E.  
NOTAM FILE DUG.

**FORT HUACHUCA (T) TACAN** Chan 53 ARH (111.6) N31°35.13' W110°20.34' at fld. 4659/12E. Unmonitored  
when twr clsd. No NOTAM MP 1st Wed of month 1500–2300Z.

**DRAGOO NDB (MHW)** 410 DAO N31°35.14' W110°20.66' at fld. Unmonitored when twr clsd. No NOTAM MP  
2nd Thu of month 1500–1900Z.

**ILS** 109.9 I-FHU Rwy 26. Class IE. Unmonitored when twr clsd. No NOTAM MP 3rd Thu of month  
1500–2300Z.

**ASR/PAR** (Mon-Fri 1400–0600Z except holidays)

**COMM/NAV/WEATHER REMARKS:** For emergency, freq 121.5 monitored when twr clsd. USAF weather forecast avbl  
1200–0300Z from Davis Monthan AFB. Radar see Terminal FLIP for Radar Minima.

.....

**HELIPAD H1:** H40X40 (ASPH)

**HELIPAD REMARKS:** ACTIVATE perimeter lgts Helipad H1—CTAF.

**GILA BEND AF AUX** (GBN) N32°53.25'W112°43.19' NOTAM FILE GBN.

**AIRSPACE:** CLASS D opr during range periods only. Closed holidays. Other times class G.

**PHOENIX**

H-4J, L-5B, A

**GILA BEND MUNI** (E63) 2 E UTC-7 N32°57.61' W112°40.42'

789 B TPA—1589(800) NOTAM FILE PRC

**RWY 04-22:** H5200X75 (ASPH) S-12.5 MIRL

**RWY 04:** PAPI(P2L)—GA 3.0° TCH 40'. Tree.

**RWY 22:** PAPI(P2L)—GA 3.0° TCH 40'. Tree.

**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL Rwy 04-22—CTAF.

**NOTE:** See Special Notices—Restricted Area R-2305, Gila Bend,  
Arizona, Transit Information.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RCO** 122.1R 116.6T (PRESCOTT RADIO)

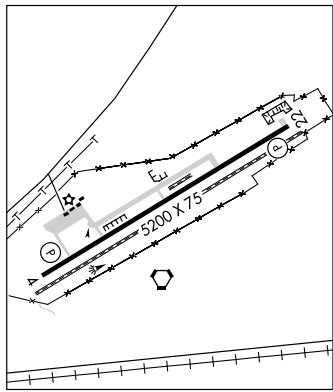
**RADIO AIDS TO NAVIGATION:** NOTAM FILE GBN.

**(H) VORTAC** 116.6 GBN Chan 113 N32°57.38'

W112°40.46' at fld. 790/14E.

**PHOENIX**

H-4J, L-5B, A



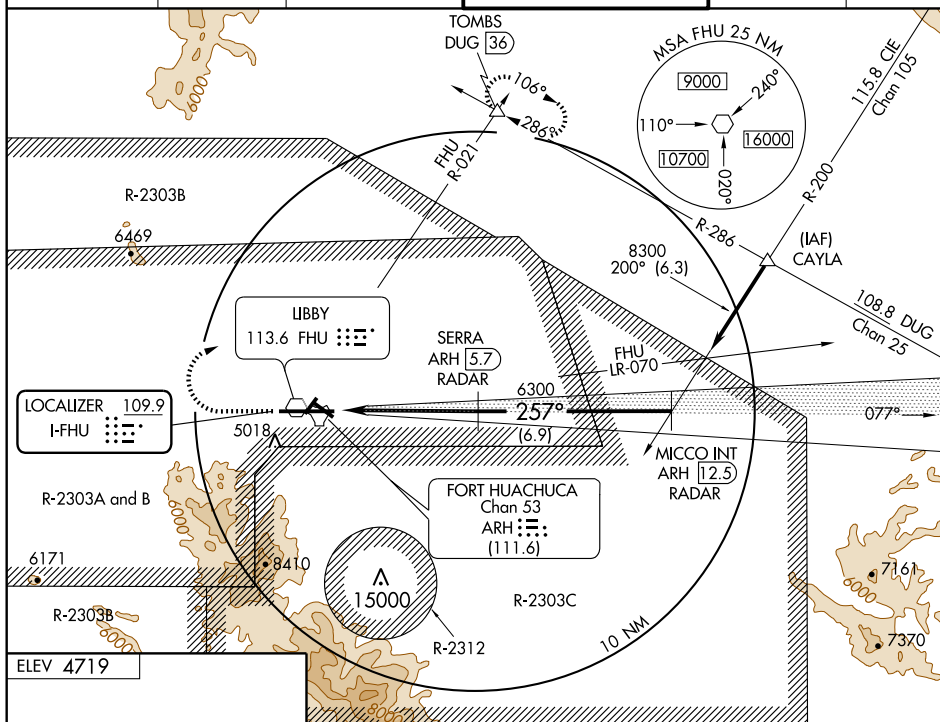
LOC I-FHU <b><u>109.9</u></b>	APP CRS <b>257°</b>	Rwy Idg TDZE Apt Elev	<b>12001</b> <b>4629</b> <b>4719</b>
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ILS or LOC RWY 26  
FORT HUACHUCA-SIERRA VISTA/ SIERRA VISTA MUNI-LIBBY AAF (FHU)

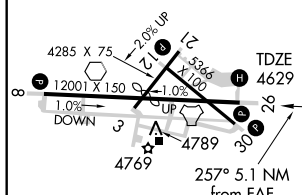
**T**  
**A** Circling not authorized south of Rwy 8 and 30.  
ASR/PAR

**MISSED APPROACH:** Climb to 5300, then climbing right turn to 9500 via FHU R-021 to TOMBS and hold.

ATIS	ASOS	LIBBY AAF GCA★	LIBBY TOWER★	GND CON	UNICOM
134.75 265.7	119.675	127.05 254.35	124.95 (CTAF) 0 284.75	121.7 268.7	122.95



ELEV 4719



HIRL Rwy 8-26 **L**  
MIRL Rwy 3-21 and 12-30 **L**

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

FORT HUACHUCA-SIERRA-VISTA, ARIZONA  
Amdt 3 09015

5300  
↑  
9500  
FHU  
R-021  
TOMBS  
△

SERRA  
ARH 5.7  
RADAR

MICCO INT  
ARH 12.5  
RADAR

TACAN  
ARH 0.6

6300

257°

8300

Procedure  
Turn NA

GS 3.00°  
TCH 49

0.6 5.1 NM 6.9 NM

CATEGORY	A	B	C	D
S-ILS 26		4829-3/4	200 (200-3/4)	
S-LOC 26		4920-1	291 (300-1)	
CIRCLING	5160-1 441 (500-1)	5180-1 461 (500-1)	5180-1½ 461 (500-1½)	5280-2 561 (600-2)

NA FORT HUACHUCA-SIERRA VISTA/ SIERRA VISTA MUNI-LIBBY AAF (FHU)  
31825/N-110821/W ILS - LOC RWY 24

ILS or LOC RWY 26

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4. 21 OCT 2010 to 18 NOV 2010

NDB DAO	APP CRS	Rwy Idg	<b>12001</b>
<b><u>410</u></b>	<b>255°</b>	TDZE	<b>4629</b>
		Apt Elev	<b>4719</b>

NDB RWY 26  
FORT HUACHUCA-SIERRA VISTA/ SIERRA VISTA MUNI-LIBBY AAF (FTHU)

**T** Circling not authorized south of Rwy 8 and 30.  
**A** ASR/PAR

**MISSED APPROACH:** Climbing right turn to 9500 via DAO NDB 018° bearing to TOMBS Int/DUG 36 DME and hold.

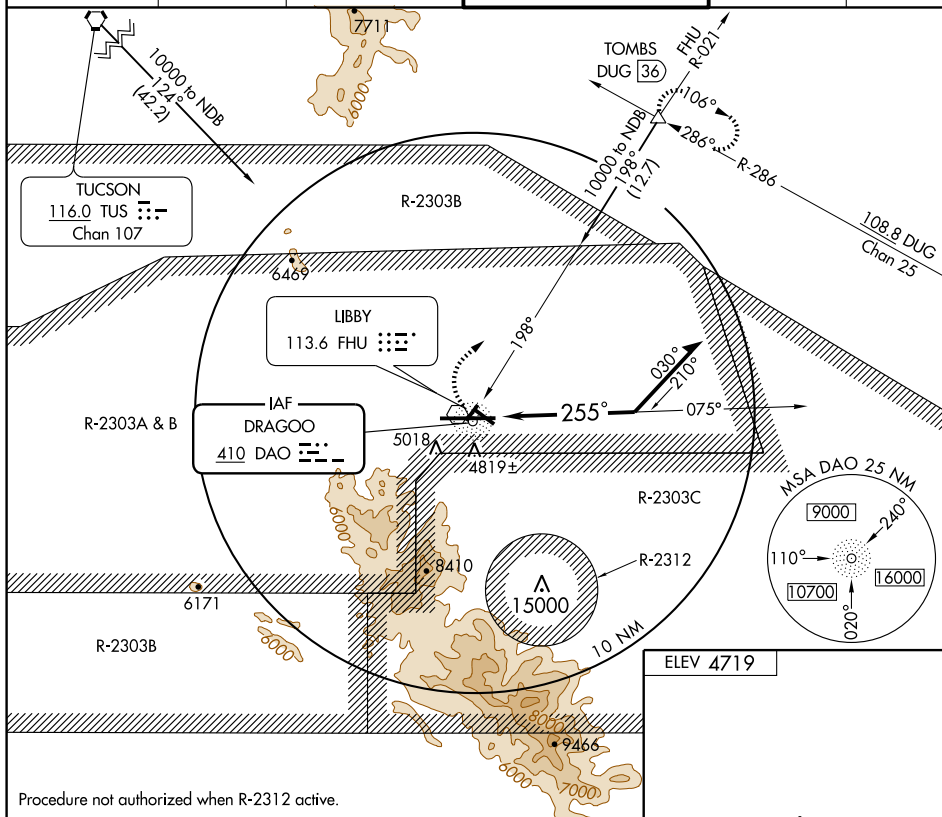
ATIS  
134.75 265.7

ASOS  
**119.675**

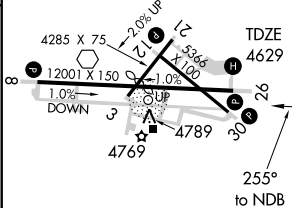
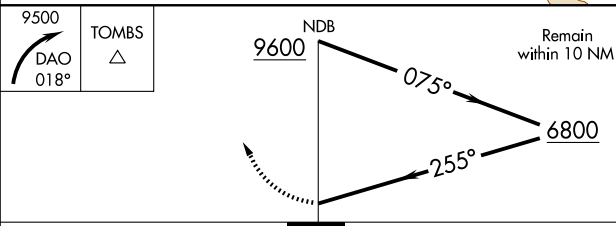
LIBBY AAF GCA★  
127.05 254.35

LIBBY TOWER★  
124.95 (CTAF) 284.75

GND CON  
121.7 268.7

UNICOM  
122.95

Procedure not authorized when R-2312 active.



CATEGORY	A	B	C	D
S-26	5300-1	671 (600-1)	5300-2 671 (600-2)	5300-2¼ 671 (600-2¼)
CIRCLING	5300-1	581 (600-1)	5300-2 581 (600-2)	5300-2¼ 581 (600-2¼)

HIRL Rwy 8-26 **L**  
MIRL Rwys 3-21 and 12-30 **L**

FORT HUACHUCA-SIERRA VISTA, ARIZONA  
Amdt 4 09015

FORT HUACHUCA-SIERRA VISTA/SIERRA VISTA MUNI-LIBBY AAF (FHU)  
31°35'N-110°21'W NDB RWY 26

NDB RWY 26

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4. 21 OCT 2010 to 18 NOV 2010



APP CRS  
**077°**

Rwy ldg  
TDZE  
**4719**

Apt Elev  
**4719**

**RNAV (GPS) RWY 8**

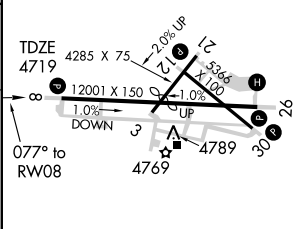
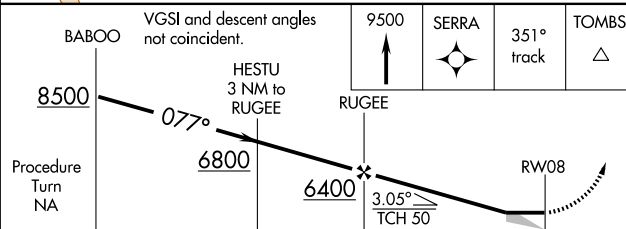
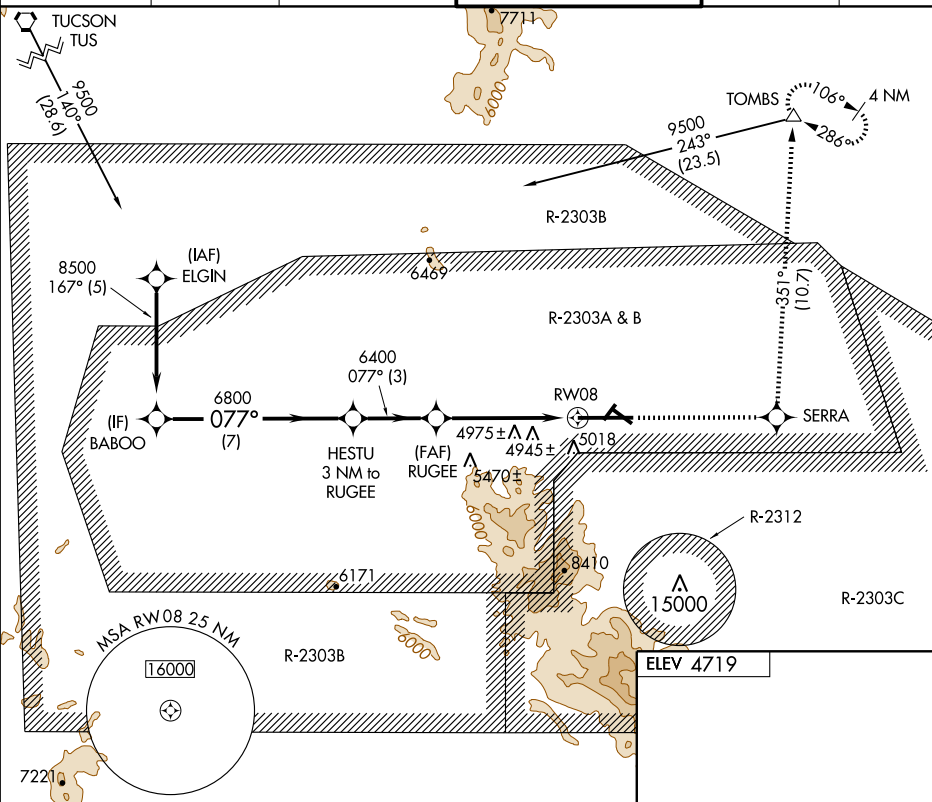
FORT HUACHUCA-SIERRA VISTA/ SIERRA VISTA MUNI-LIBBY AAF (FHU)

**▽** DME/DME RNP-0.3 NA.  
**▲** Circling not authorized south of runways 8 and 30.

ASR/PAR

MISSED APPROACH: Climb to 9500 direct SERRA and via 351° track to TOMBS and hold.

ATIS <b>134.75 265.7</b>	ASOS <b>119.675</b>	LIBBY AAF GCA* <b>127.05 254.35</b>	LIBBY TOWER* <b>124.95 (CTAF) 284.75</b>	GND CON <b>121.7 268.7</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LNNAV MDA	5920-1¼ 1201 (1300-1¼)	5920-1½ 1201 (1300-1½)	5920-3	1201 (1300-3)
CIRCLING	5920-1¼ 1201 (1300-1¼)	5920-1½ 1201 (1300-1½)	5920-3	1201 (1300-3)

HIRL Rwy 8-26 **①**  
MIRL Rwy 3-21 and 12-30 **①**

## RNAV (GPS) RWY 26

FORT HUACHUCA-SIERRA VISTA/SIERRA VISTA MUNI-LIBBY AAF (FHU)

APP CRS  
**257°**

Rwy Ldg  
TDZE  
**4629**

Apt Elev  
**4719**

ASR/PAR  
DME/DME RNP-0.3 NA.  
Circling not authorized south of runways 8 and 30.

MISSED APPROACH: Climbing right turn to 9500 direct TOMBS and hold.

ATIS  
**134.75 265.7**

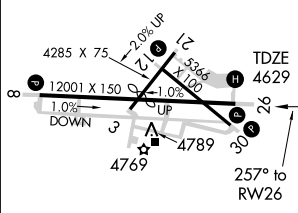
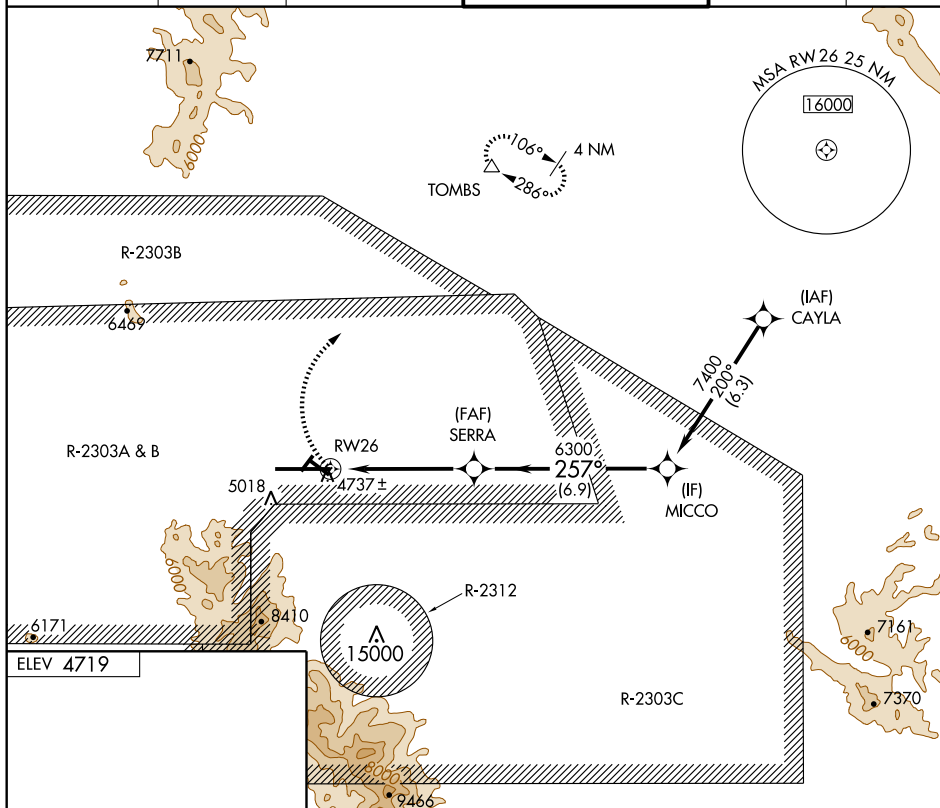
ASOS  
**119.675**

LIBBY AAF GCA\*  
**127.05 254.35**

LIBBY TOWER\*  
**124.95 (CTAF) 284.75**

GND CON  
**121.7 268.7**

UNICOM  
**122.95**



HIRL Rwy 8-26  
MIRL Rws 3-21 and 12-30

CATEGORY			
A			
B			
C			
D			
LNAV MDA			
5040-1 411 (400-1)			
5040-1 411 (400-1 1/4)			
CIRCLING			
5160-1 441 (500-1)			
5180-1 461 (500-1)			
5180-1 1/2 461 (500-1 1/2)			
5280-2 561 (600-2)			

TACAN ARH Chan <b>53</b>	APCH CRS <b>081°</b>	Rwy Idg <b>12,001</b> TDZE <b>4719</b> Arpt Elev <b>4719</b>
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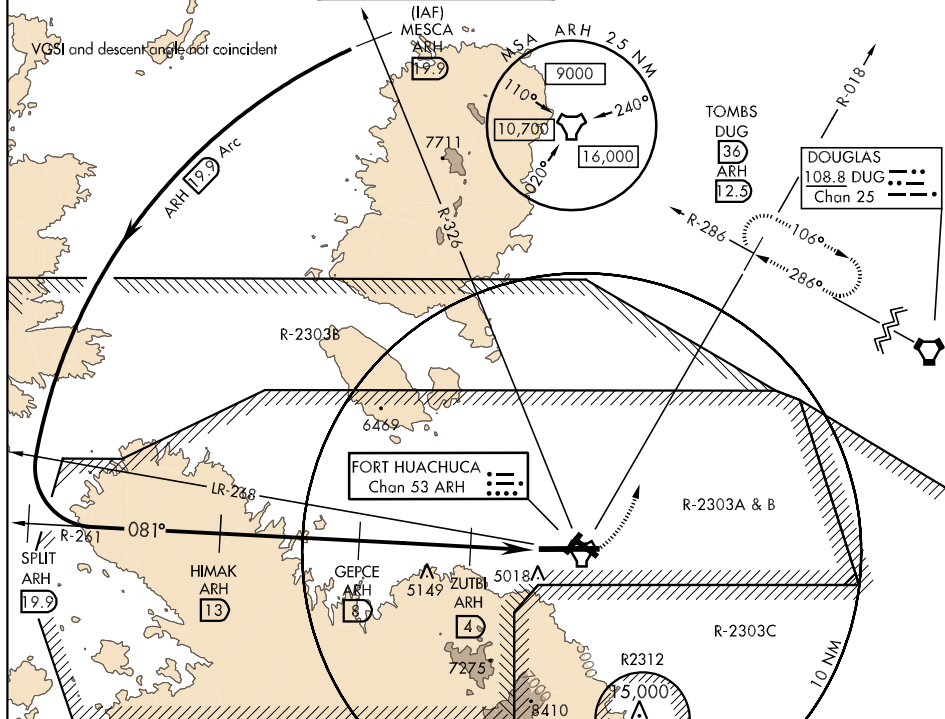
AL-5081 [USA]

FORT HUACHUCA-SIERRA VISTA/  
SIERRA VISTA MUNI-LIBBY AAF (KFHU)

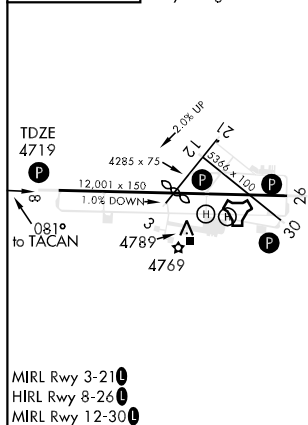
▼ \* Circling not authorized South of Rwy 8 and 30.

MISSED APPROACH: Climb to 5500 then climbing left turn to 9500  
via ARH R-018 to TOMBS INT/DUG 36 DME and hold.

ATIS ★ <b>134.75 265.7</b>	LIBBY AAF GCA <b>127.05 254.35</b>	LIBBY TOWER ★ <b>124.95 (CTAF) 0 284.75</b>	GND CON <b>121.7 268.7</b>	ASR/PAR	UNICOM <b>122.95</b>	AWOS-3 <b>119.675</b>
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ELEV 4719 Rwy 3 Idg 3032'



FORT HUACHUCA/SIERRA VISTA, ARIZONA  
Amdt 1A 09351

31° 35'N-110° 21'W

FORT HUACHUCA-SIERRA VISTA/ (KFHU)  
SIERRA VISTA MUNI-LIBBY AAF

TACAN ARH Chan 53	APCH CRS 251°	Rwy Idg 12,001 TDZE 4629 Arpt Elev 4719
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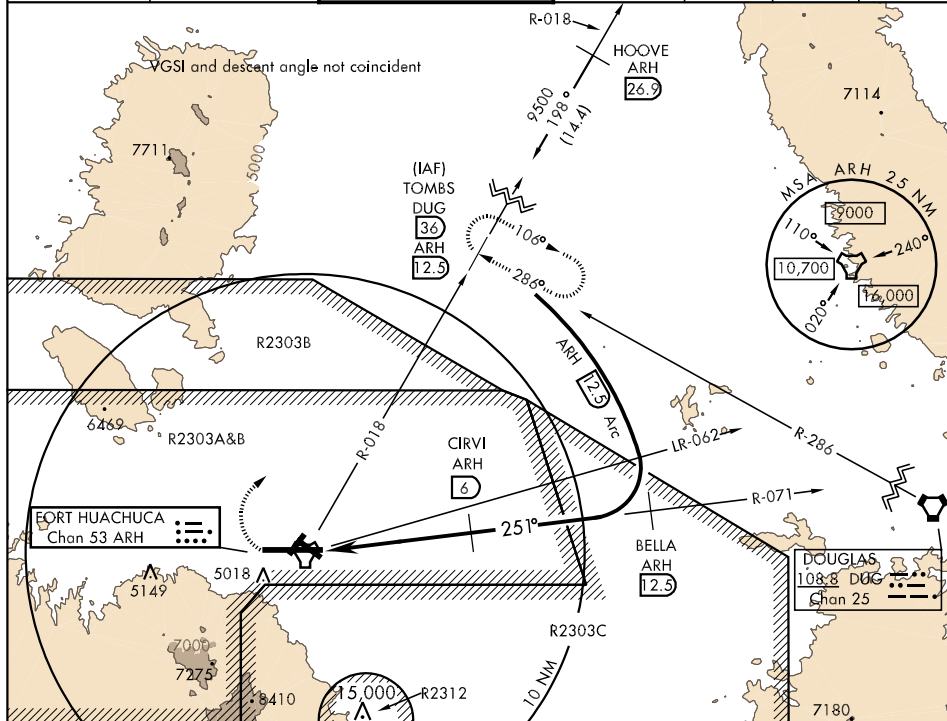
AL-5081 [USA]

FORT HUACHUCA-SIERRA VISTA/  
SIERRA VISTA MUNI-LIBBY AAF (KFHU)

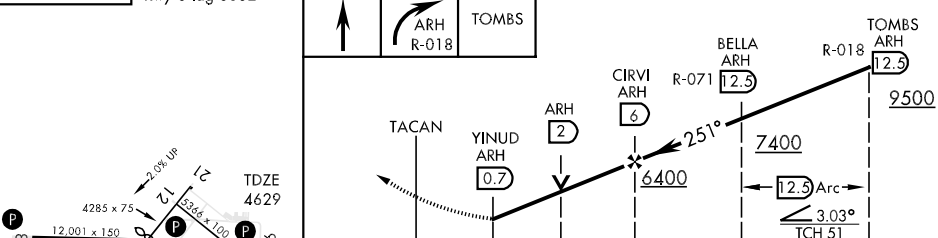
▼ \* Circling not authorized South of Rwy 8 and 30.

MISSED APPROACH: Climb to 5300 then climbing right turn to 9500 via ARH R-018 to TOMBS INT/DUG 36 DME and hold.

ATIS ★ 134.75 265.7	LIBBY AAF GCA 127.05 254.35	LIBBY TOWER ★ 124.95 (CTAF) 0 284.75	GND CON 121.7 268.7	ASR/PAR	UNICOM 122.95	AWOS-3 119.675
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ELEV 4719 Rwy 3 Idg 3032'



CATEGORY	A	B	C	D	E
S-26	5100-1 471 (500-1)	5100-1 471 (500-1 1/4)	5100-1 1/4 471 (500-1 1/4)	5100-1 1/2 471 (500-1 1/2)	5100-1 3/4 471 (500-1 3/4)
CIRCLING *	5160-1 441 (500-1)	5180-1 461 (500-1)	5180-1 1/2 461 (500-1 1/2)	5280-2 561 (600-2)	

FORT HUACHUCA/SIERRA VISTA, ARIZONA  
Amdt 1A 09351

31° 35'N-110° 21'W

FORT HUACHUCA-SIERRA VISTA/ (KFHU)  
SIERRA VISTA MUNI-LIBBY AAF

TACAN RWY 26

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

VOR RWY 26

FORT HUACHUCA-SIERRA VISTA/ SIERRA VISTA MUNI-LIBBY AAF (FHU)



Circling not authorized south of Rwy 8 and 30.

**MISSED APPROACH:** Climbing right turn to 9500 via FHU R-02 to TOMBS Int/DUG 36 DME and hold.

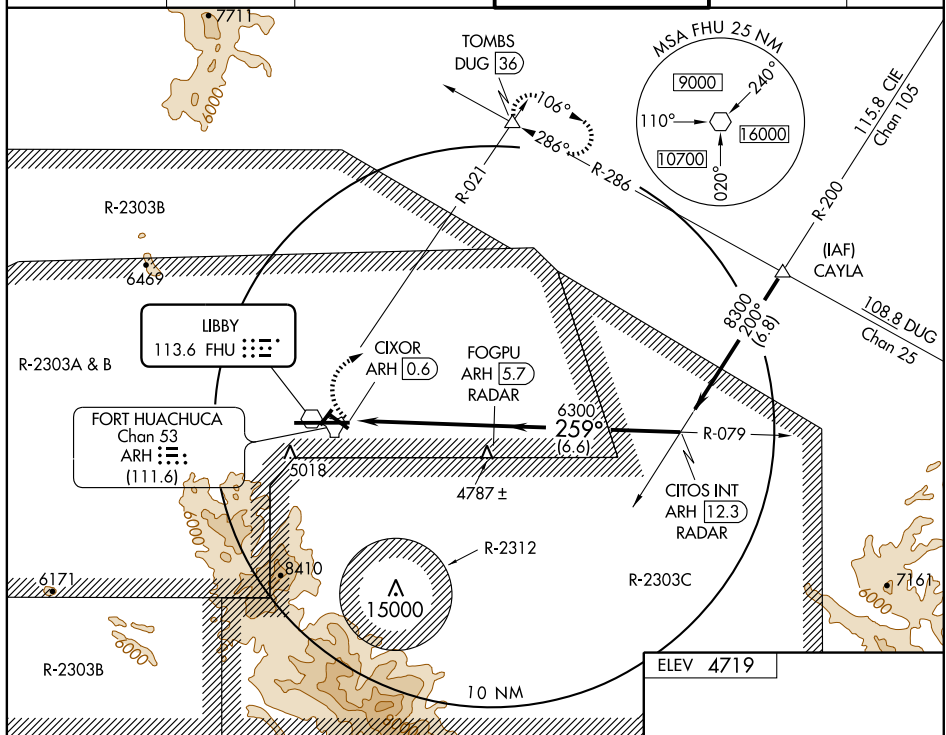
ATIS  
134.75 265.7

ASOS  
119.675

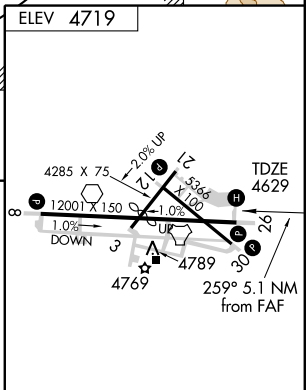
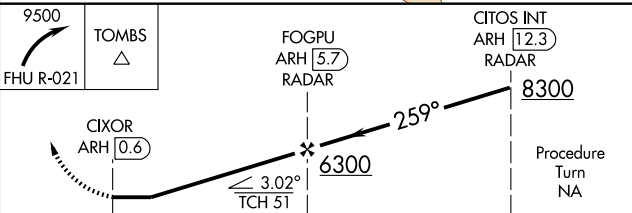
LIBBY AAF GCA ★  
127.05 254.35

LIBBY TOWER★  
124.95 (CTAF) 284.75

GND CON  
121.7 268.7

UNICOM  
122.95

RADAR or DME REQUIRED



		5.1 NM		6.6 NM				HIRL Rwy 8-26 ① MIRL Rwy 3-21 and 12-30 ①							
CATEGORY	A		B		C		D								
S-26	5140-1		511 (500-1)		5140-1½		511 (500-1½)		FAF to MAP 5.1 NM						
CIRCLING	5160-1		5180-1		5180-1½		5280-2		Knots		60	90	120	150	180
	441 (500-1)		461 (500-1)		461 (500-1½)		561 (600-2)		Min:Sec		5:06	3:24	2:33	2:02	1:42

FORT HUACHUCA-SIERRA VISTA, ARIZONA

FORT HUACHUCA SIERRA VISTA / SIERRA VISTA MINI-LIBRARY AAF (FHTD)

Amdt 4 0901.5

21825/NL 110821/MW

VOR RWY 26

SW-4. 21 OCT 2010 to 18 NOV 2010

10210

## AIRPORT DIAGRAM

AL-6915 (FAA)

GLENDALE MUNI (GEU)  
GLENDALE, ARIZONA

ATIS  
119.425  
GLENDALE TOWER ★  
121.0  
GND CON  
118.0

HANGARS

TERMINAL

CONTROL  
TOWER  
1106

HANGARS

RWY 01-19  
S-40, D-60

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ELEV  
1041

112°18'W

112°17.5'W

FIELD  
ELEV  
1071

01

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

## AIRPORT DIAGRAM

GLENDALE, ARIZONA  
GLENDALE MUNI (GEU)

10210

**GLENDALE MUNI** (GEU) 6 W UTC-7 N33°31.62' W112°17.71'

1071 B S4 FUEL 100, 100LL, JET A OX 2 TPA—See Remarks NOTAM FILE GEU

RWY 01-19: H7150X100 (ASPH) S-40, D-60 MIRL 0.4% up NE

RWY 01: REIL. PAPI(P2L)—GA 3.0° TCH 38'. Thld dsplcd 701'.

Road. Rgt tfc.

RWY 19: REIL. PAPI(P2L)—GA 3.0° TCH 62'. Thld dsplcd 1001'.

Fence.

**AIRPORT REMARKS:** Attended continuously. Fuel avbl 1400-0400Z, fee other hrs. CAUTION: Heavy military jet tfc 5 miles west. Coyotes and birds on arpt. Bird activity invof arpt. High tension p-lines ¼ mile west parallel to rwy unmarked and unlighted. Touch and go ldg permitted between 1400-0500Z only. Avoid noise sensitive areas north and southeast of arpt. Rwy 01 preferred for noise abatement. Ctc arpt manager for additional noise abatement procedures. TPA—2101(1030), 1701(630) helicopter/ultralights, 2601(1530), high performance. West side helicopter pattern not avbl SS-SR. When twr clsd ACTIVATE MIRL Rwy 01-19, PAPI Rwy 01 and Rwy 19, REIL Rwy 01 and Rwy 19—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.425 (623) 877-8609.**COMMUNICATIONS:** CTAF 121.0 ATIS 119.425 UNICOM 122.95

PHOENIX RCO 122.6 122.2 (PRESCOTT RADIO)

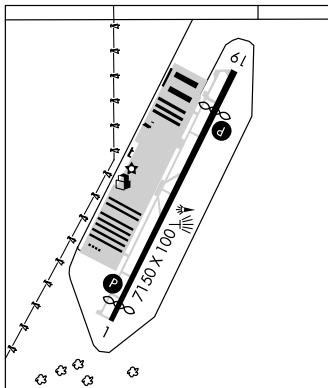
Ⓡ LUKE APP/DEP CON 118.15 Mon-Thu 1330-0530Z, Fri 1330-0130Z,  
closed weekends and holidays, other times ctc

Ⓡ PHOENIX APP/DEP CON 120.7

TOWER 121.0 (Mon-Fri 1300-0330Z, Sat-Sun 1400-0200Z) GND CON 118.0

**AIRSPACE:** CLASS D svc Mon-Fri 1300-0330Z, Sat-Sun 1400-0200Z other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE PRC.

PHOENIX (H) VORTACW 115.6 PXR Chan 103 N33°25.98' W111°58.21' 277° 17.3 NM to fld.  
1182/12E. HIWAS.

**COMM/NAV/WEATHER REMARKS:** Emergency frequency 121.5 not monitored by twr.**GLOBE** N33°16.97' W110°49.76' NOTAM FILE PRC.

RCO 122.3 (PRESCOTT RADIO)

PHOENIX

L-5C

**GLOBE****SAN CARLOS APACHE** (P13) 7 SE UTC-7 N33°21.19' W110°40.04'

3261 B TPA—4261(1000) NOTAM FILE PRC

RWY 09-27: H6500X100 (ASPH-PFC) S-60 MIRL 1.2% up W

RWY 09: REIL. PAPI (P2L)—GA 3.15° TCH 40'.

RWY 27: REIL. PAPI (P2L)—GA 3.15° TCH 40'. Rgt tfc.

**AIRPORT REMARKS:** Unattended. All rwy hold and twy exit signs OTS indefinitely. ACTIVATE MIRL Rwy 09-27—CTAF. PAPI Rwy 09 and Rwy 27 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 120.075 (928) 475-5560.**COMMUNICATIONS:** CTAF/UNICOM 122.8

GLOBE RCO 122.3 (PRESCOTT RADIO)

ALBUQUERQUE CENTER APP/DEP CON 125.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IWA.

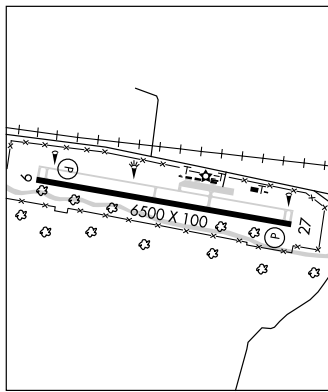
WILLIE (L) VORTACW 113.3 IWA Chan 80 N33°18.19'

W111°39.09' 073° 49.6 NM to fld. 1370/13E. HIWAS.

PHOENIX

H-4K, L-5C

IAP



[DRAKE1.DRAKE] 08325 SL-6915 (FAA)  
DRAKE ONE DEPARTURE (RNAV) (OBSTACLE)

GLENDALE MUNI(GE/U)  
GLENDALE, ARIZONA

ATIS 119.425  
LUKE DEP CON ★  
118.15 363.12  
PHOENIX DEP CON  
120.7 239.0  
GLENDALE TOWER ★  
121.0 (CTAF)  
UNICOM 122.95

DRAKE  
DRK

KARLO  
10000

TAKE-OFF MINIMUMS

Rwy 19: NA-ATC.  
Rwy 1: Standard, with minimum  
climb of 400 feet per NM to KUWSO.

NOTE: 1. GPS Required.  
2. RNAV 1.

TAKE-OFF OBSTACLE NOTES

Rwy 1: Obstruction light on blast fence.  
Multiple lights/poles, buildings, trees  
and vehicle on roads beginning 4 feet  
from DER, out to 680 feet from DER,  
634 feet right of centerline to 437 feet  
left of centerline, up to 79 feet AGL/  
1144 MSL.

A-231

PODRY

WATEG

KUWSO

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

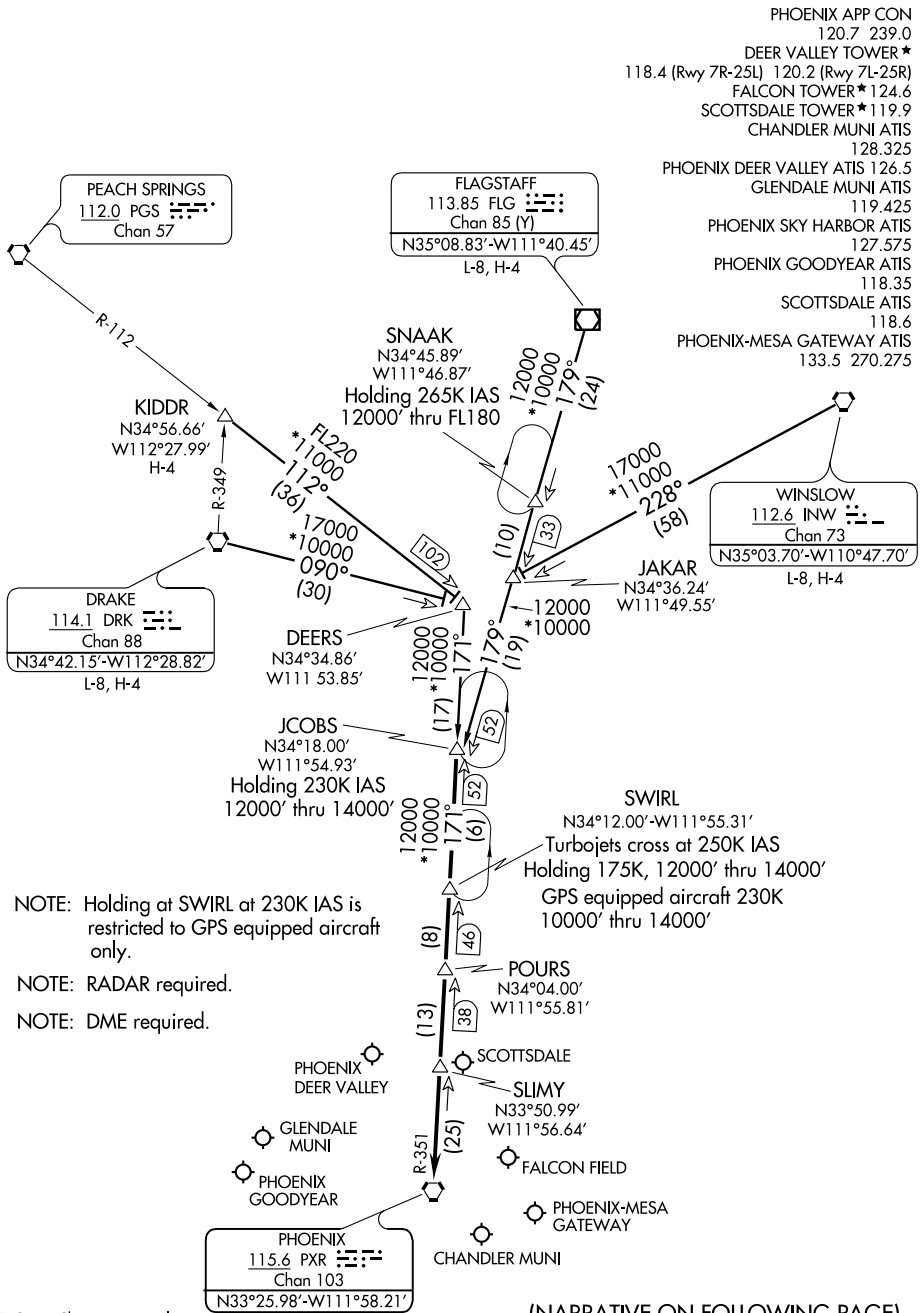
TAKE-OFF RWY 1: Climb direct KUWSO, then via depicted route to cross KARLO  
at or above 10,000.



(JCBS.JCBS2) 09351  
JCBS TWO ARRIVAL

ST-5651 (FAA)

SCOTTSDALE, ARIZONA



(NARRATIVE ON FOLLOWING PAGE)

## JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

## ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

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SW-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>90306</b> <b>W01A</b>	APP CRS <b>014°</b>	Rwy Idg <b>6449</b> TDZE <b>1049</b> Apt Elev <b>1071</b>
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RNAV (GPS) RWY 1  
GLENDALE MUNI (GEU)

**T** Circling not authorized west of Rwy 1-19. DME/DME RNP-0.3 NA.  
**A** Baro-VNAV NA when using Phoenix Sky Harbor Intl altimeter setting.  
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  
 -17°C (2°F) or above 47°C (117°F).  
 When local altimeter setting not received, use Phoenix Sky Harbor  
 Intl altimeter setting and increase all DAs/MDAs 60 feet, LNAV/VNAV  
 all Cats visibility 1/4 mile and LNAV Cat C/D visibility 1/4 mile.

**MISSED APPROACH:** Climb to 10000 direct BAPPA and via 334° track to GINKE and hold, continue climb-in-hold to 10000.

ATIS <b>119.425</b>	LUKE APP CON ★ <b>118.15 363.12</b>	GLENDAL TOWER ★ <b>121.0 (CTAF) 0</b>	GND CON <b>118.0</b>	UNICOM <b>122.95</b>
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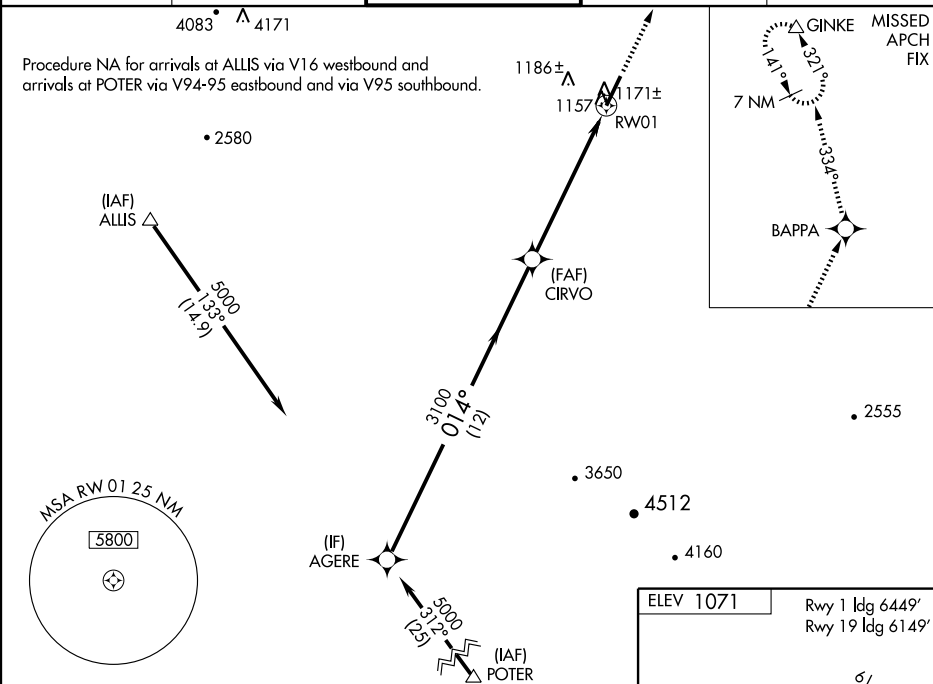
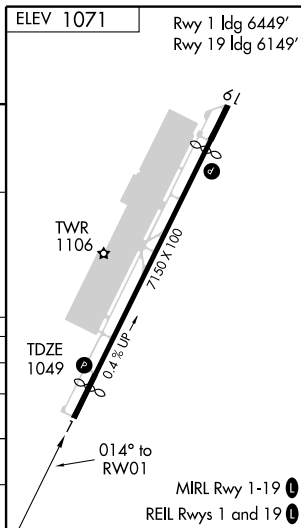


Diagram illustrating the procedure turn NA for the 10000 BAPPA 334° track. The diagram shows a 12 NM distance from the start of the turn to the 3100 ft altitude point, and a 6.2 NM distance from that point to the RW01. The turn is 014° and the altitude is 3100 ft. The diagram also shows the 10000 BAPPA 334° track and the GINKE intersection.



WAAS CH <b>87004</b> <b>W19A</b>	APP CRS <b>194°</b>	Rwy ldg TDZE <b>1065</b> Apt Elev <b>1071</b>
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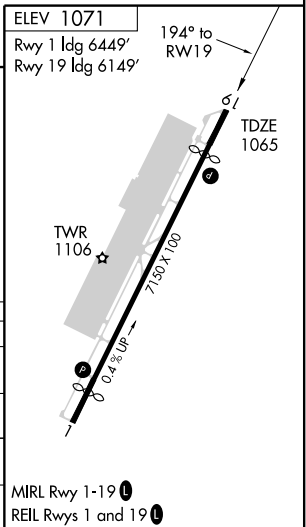
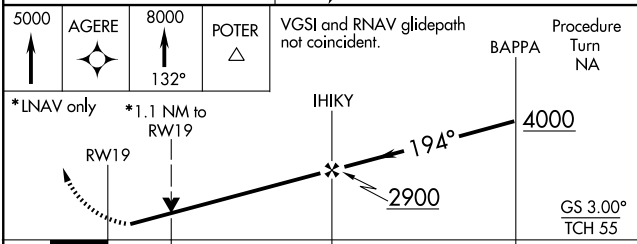
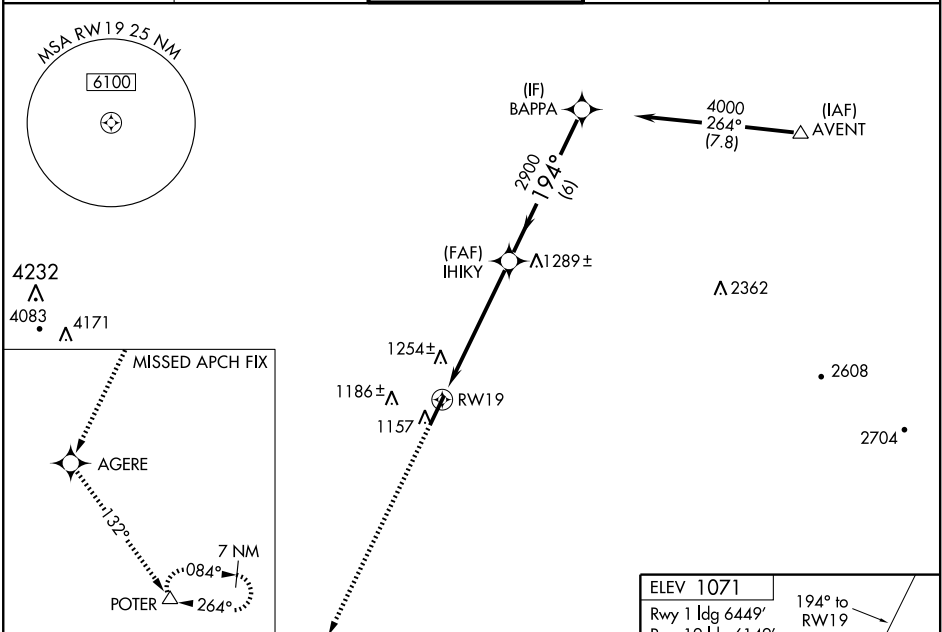
# RNAV (GPS) RWY 19

GLENDAL MUNI (GEU)

**⚠** Circling not authorized west of Rwy 1-19. DME/DME RNP-0.3 NA.  
**⚠** NA If local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all DAs/MDAs 60 feet.  
 VDP and Baro-VNAV NA when using Phoenix Sky Harbor Intl altimeter setting. Visibility reduction by helicopters NA.  
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F).

**MISSED APPROACH:** Climb to 5000 direct AGERE then climb to 8000 via 132° track to POTER and hold.

ATIS <b>119.425</b>	LUKE APP CON* <b>118.15 363.12</b>	GLENDAL TOWER* <b>121.0</b> (CTAF) <b>0</b>	GND CON <b>118.0</b>	UNICOM <b>122.95</b>
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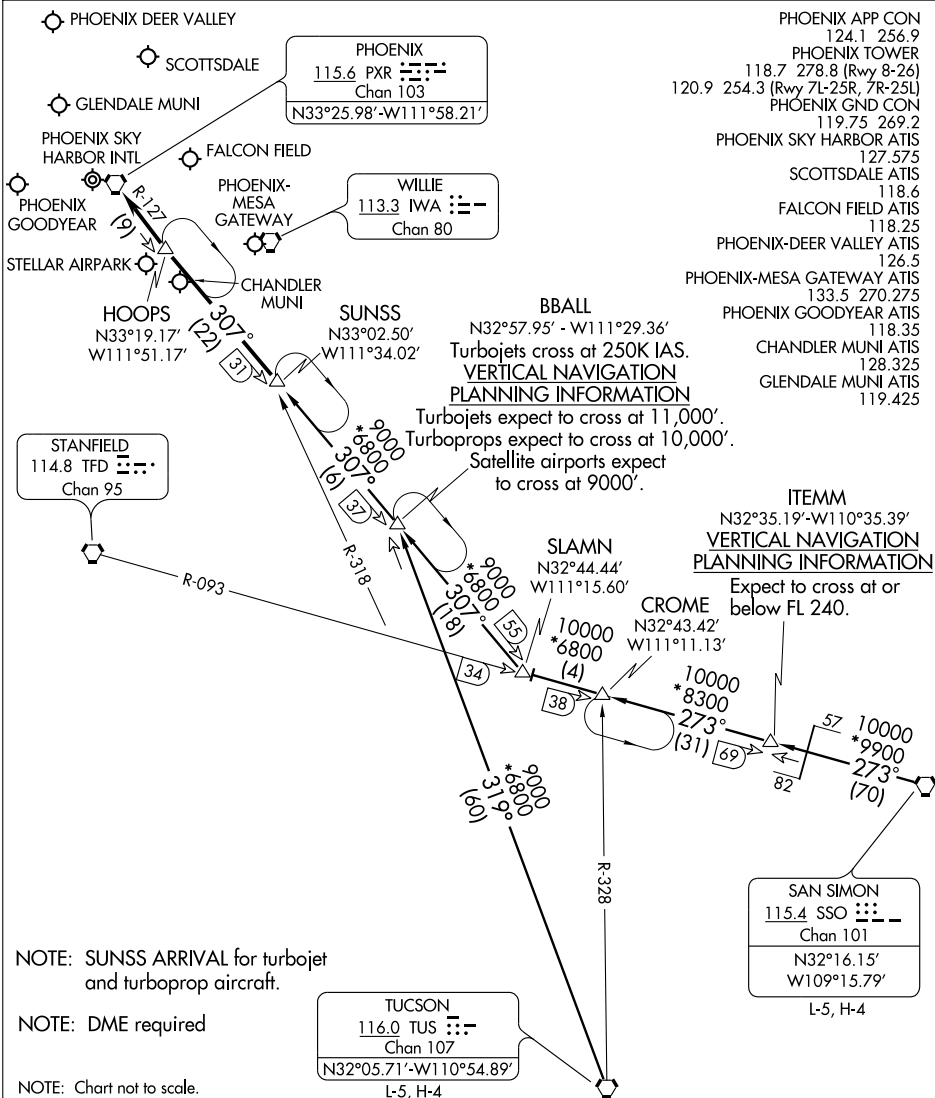


CATEGORY	A	B	C	D
LPV DA	1339-1 274 (300-1)			
LNAV/VNAV DA	1572-1 507 (600-1 1/4)			
LNAV MDA	1540-1 475 (500-1)	1540-1 1/4 475 (500-1 1/4)	1540-1 1/2 475 (500-1 1/2)	
CIRCLING	1540-1 469 (500-1)	1540-1 1/2 469 (500-1 1/2)	1540-2 569 (600-2)	

## SUNSS SIX ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

**SAN SIMON TRANSITION (SSO.SUNSS6):** From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

**TUCSON TRANSITION (TUS.SUNSS6):** From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

## SUNSS SIX ARRIVAL

PHOENIX, ARIZONA

## AIRPORT DIAGRAM

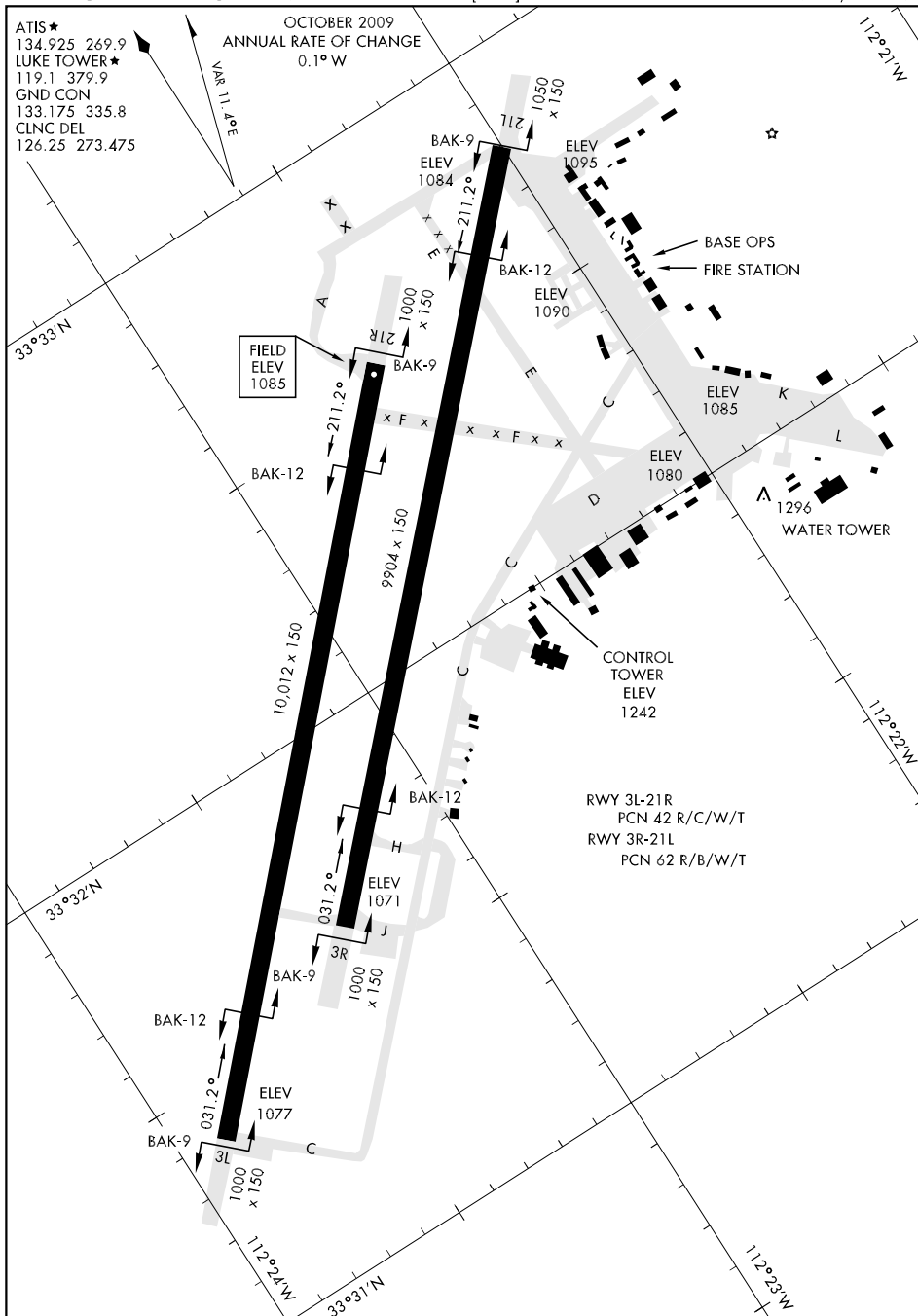
AFD-321 [USAF]

GLENDALE, ARIZONA

ATIS★  
134.925 269.9  
LUKE TOWER★  
119.1 379.9  
GND CON  
133.175 335.8  
CLNC DEL  
126.25 273.475

OCTOBER 2009  
ANNUAL RATE OF CHANGE  
0.1° W

VAR 11.4°E



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

## AIRPORT DIAGRAM

GLENDALE, ARIZONA

LUKE AFB (KLUF)

**LUKE AFB** (LUF)(KLUF) AF 7 W UTC-7 N33°32.10' W112°22.98'

**PHOENIX**

1085 B TPA—See Remarks NOTAM FILE LUF Not insp.

H-4J, L-5B, A

**Rwy 03L-21R:** H10012X150 (PEM) PCN 42 R/C/W/T HIRL

**DIAP, AD**

**Rwy 03L:** PAPI(P4L)—GA 3.0° TCH 50'. **Rwy 21R:** PAPI(P4L)—GA 3.0° TCH 47'. Rgt tfc.

**Rwy 03R-21L:** H9904X150 (CONC) PCN 62 R/B/W/T HIRL

**Rwy 03R:** ALSF1. PAPI(P4L)—GA 3.0° TCH 51'.

**Rwy 21L:** ALSF1. PAPI(P4L)—GA 3.0° TCH 47'. Rgt tfc.

#### ARRESTING GEAR/SYSTEM

**Rwy 03L** HOOK BAK-9(B) (22' OVRN) HOOK BAK-12A(B) (1444')

HOOK BAK-12A(B) (1519') HOOK BAK-9(B) (36' OVRN) **Rwy 21R**

**Rwy 03R** HOOK BAK-9(B) (50' OVRN) HOOK BAK-12A(B) (1413')

HOOK BAK-12A(B) (1453') HOOK BAK-9(B) (30' OVRN) **Rwy 21L**

**MILITARY SERVICES:** LGT Rwy 21L ALSF1 NSTD. PAPI GS 3° with touchdown point approximately 945' past thld on all rwy. Rwy 03R-21 ILS and PAPI GS not coincidental all rwy thld lighting is gated. Rwy 03R-21L apch lgt in SSALR configuration when wx condition permit for energy conservation purposes, entire ALSF-1 for Rwy 03R-21L is avbl upon pilot req. **A-GEAR** Rwy 03L-21R apch and departure end BAK-12A in raised position with 8 point tie-downs. Rwy 03R-21L dep end BAK-12A in raised position. Rwy 03R-21L apch end BAK-12A in raised position with 30 min prior notice. During extended single rwy opr, app and dep end BAK-12A and departure end BAK-9 in raised position for the open rwy. Rwy 03L-21R departure end BAK-9 in raised position (located in overrun). Rwy 03R-21L departure BAK-9 in raised position (located in overrun). **JASU** 2(AM32A-60A) 2(MC-1A) **FUEL** J8 **FLUID** SP PRESAIR LPOX LOX **OIL** O-128 Packaged only, rqr hand transfer; 133-148-156 SOAP **TRAN ALERT** Ltd tran parking. Expect up to 4 hr svc delay. Follow me svc avbl on request. No fleet svc avbl. No F16 GE engine tran support avbl.

**MILITARY REMARKS:** Special Air Traffic Rules-Part 93, see Regulatory Notices. Opr Mon-Thu 1330-0530Z, Fri 1330-0130Z; clsd weekends and holidays. See FLIP AP/1 Supplementary Arpt Remarks **RSTD** PPR all acft except Aero-Medical Evacuation mission, ctc Base OPS DSN 896-7131, C623-856-7131/7132. Acft must adhere to PPR arrival block time +/- 30 min of scheduled ldg. Tran acft will make full stop ldg during local training period. Minimum 24 hr advance coordination for acft with gross weight of 135,000 lb or more. No local sorties will be flown out by tran acft. All acft larger than KC-135 PPR from afld manager prior to utilizing Rwy 03L-21R. AV-8 acft may not conduct hover ldg without specific permission of Luke Twr. All acft will file a flight plan prior to departure. No practice apch for civil acft at Luke AFB and auxiliary fld due to student training. Twy F closed until further notice. **CAUTION** Extensive student jet tfc. Pilots should use extreme caution when flying Rwy 03-21 final apch course due to VFR flyways. High potential for hydroplaning on both rwy during wet conditions. 100' unlit obstruction (trees) located 2940' from thld Rwy 03L, 1389' east of extended rwy centerline. Men and equipment located on clsd portion of Twy A in Rwy 21R apch end clear zone daily Fri-Sun. Instrument and VFR hold mark intersection on Twy Bravo at the intersection of Rwy 03R-21L. Apron lgt pole located 1200' SE from Rwy 03R-21L centerline, 456' and 676' from Rwy 21L thld and apron lgt pole located 1430' SW from Rwy 03R-21L centerline, 676' from Rwy 21L thld. Various 90' lgt poles located near fire training facility located 1358.3' from Rwy 21R centerline. **TFC PAT** Overhead 300 KIAS, 3000' until 5 DME then 2600'. Rwy 03R/L left tfc. Conventional 2100'. Rwy 03L/R left tfc with base leg position to avoid Phoenix-Goodyear Arpt Tfc Area 4 NM south. Rwy 21R/L rgt tfc with base leg outside housing area 1 NM east. **NS ABTMT** Extremely noise sensitive area 5 NM northeast. **MISC** First 3600' of Rwy 03L and first 1000' Rwy 21R is concrete mid 5400' asphalt. Four engine acft will if authorized, shut-down outboard engine prior to taxi after ldg. KC135 or larger acft expect back taxi procedure after ldg Rwy 21L/R. Classified storage for tran aircrews is no longer avbl at Afld Management Ops, please contact Command Post for storage at DSN 896-5600 or COMM (623) 856-5600.

**WEATHER DATA SOURCES:** ASOS (623) 856-4361.

**COMMUNICATIONS:** ATIS 134.925 269.9 C623-856-2361/2362 **PTD** 372.2

**APP/DEP** 118.15 363.12 (Mon-Thu 1330-0530Z, Fri 1330-0130Z; clsd weekends and holidays)

**TOWER** 119.1 379.9 (Mon-Thu 1330-0530Z, Fri 1330-0130Z; clsd weekends and holidays)

**GND CON** 133.175 335.8 **CLNC DEL** 126.25 273.475

**COMD POST** (RAYMOND 18) 349.4 **PMSV METRO** 267.4 (Opr Mon-Fri 0700Z± until 30 minutes after last local acft lands, clsd wkend and hol. Trans acft flight wx briefing svc ctc 25 OWS, Davis Monthan AFB, DSN 228-6598/6599/6588. Augmented ASOS in use during afld hrs. ASOS observations avbl at DSN 896-4361 or C623-856-4361.

**AIRSPACE:** CLASS D svc Mon-Thu 1330-0530, Fri 1330-0130Z, closed weekends and holidays, other times CLASS G.

#### RADIO AIDS TO NAVIGATION:

**(L) TACAN** Chan 77 LUF (113.0) N33°32.26'W112°22.91' at fld. 1108/13E. No-NOTAM MP Sun 1500-1900Z, Wed 1000-1300Z. Opr 1330-0530Z, monitor by Luke RAPCON during opr hr.

TACAN unusable:

130°-160° byd 29 NM blo 9,000'

235°-305° byd 38 NM

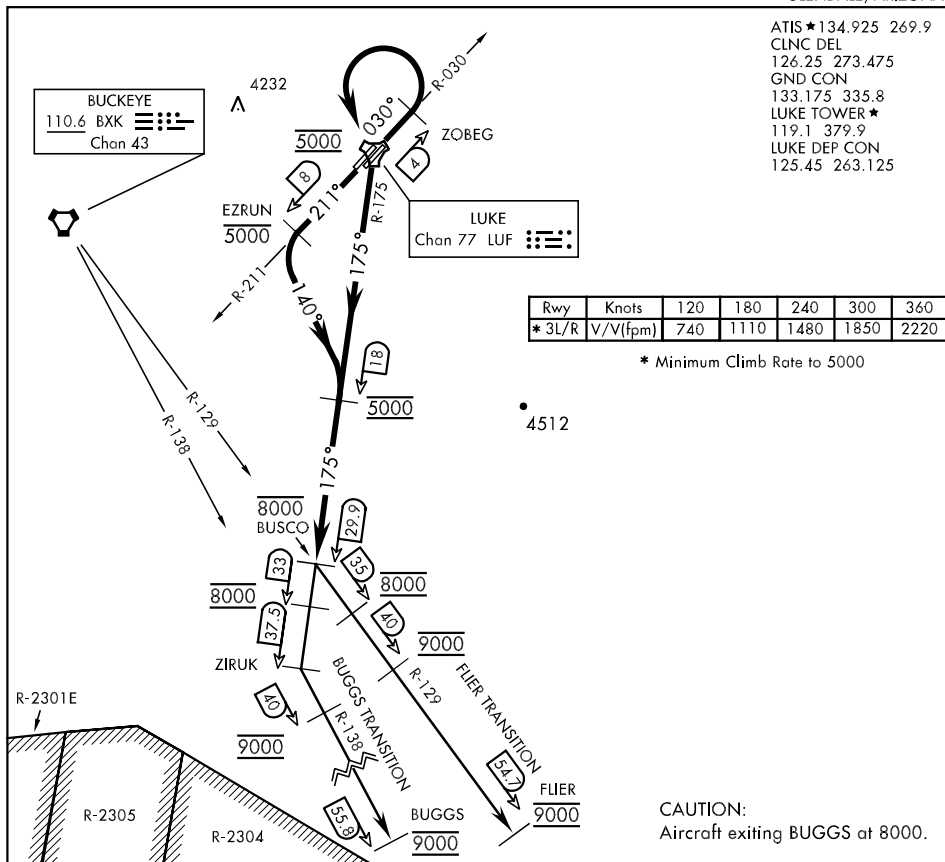
235°-305° byd 19 NM blo 8,000'

305°-320° byd 34 NM blo 8,000'

235°-305° byd 27 NM blo 12,000'

**ILS** 108.7 I-LUF Rwy 03R. Back course unusable. No NOTAM MP; Tue, Thu 1000-1300Z.

**ILS** 110.9 I-EMJ Rwy 21L. Back course unusable. No NOTAM MP; Tue, Thu 1000-1300Z.



## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RWY 3L/R:** Climb tracking 030°. Abeam ZOBEG (LUF TACAN R-030/4 DME) turn left direct LUF. Cross LUF at 5000 and proceed outbound via LUF R-175 to 29.9 DME (BUSCO), cross LUF 18 DME at 5000, cross BUSCO at or below 8000 (or as assigned by ATC). Then via assigned route/transition.

**TAKE-OFF RWY 21L/R:** Climb tracking 211°. Abeam EZRUN (LUF TACAN R-211/8 DME) turn left heading 140° to intercept and proceed via LUF R-175 to 29.9 DME (BUSCO). Cross abeam EZRUN at or below 5000, cross LUF 18 DME at 5000, cross BUSCO at or below 8000, (or as assigned by ATC). Then via assigned route/transition.

**BUGGS TRANSITION (BUSCO9•BUGGS):** Proceed via LUF R-175 to 37.5 DME (ZIRUK). Intercept and proceed via BXX VORTAC R-138 to 55.8 DME (BUGGS). Cross LUF R-175/33 DME at 8000, cross BXX R-138/40 DME at 9000, cross BUGGS at and maintain 9000 (or as assigned by ATC). **CAUTION:** Aircraft exiting BUGGS at 8000.

**FLIER TRANSITION (BUSCO9•FLIER):** Intercept and proceed via the BXX VORTAC R-129 to 54.7 DME (FLIER). Cross BXX 35 DME at 8000, cross BXX 40 DME at 9000, cross FLIER at and maintain 9000 (or as assigned by ATC).



LOC I-LUF <b>108.7</b>	APCH CRS <b>030°</b>	Rwy Idg THRE <b>1071</b> Arprt Elev <b>1085</b>
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JAL-321 [USAF]

LUKE AFB (KLUF)

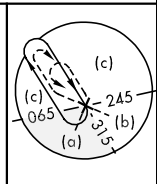
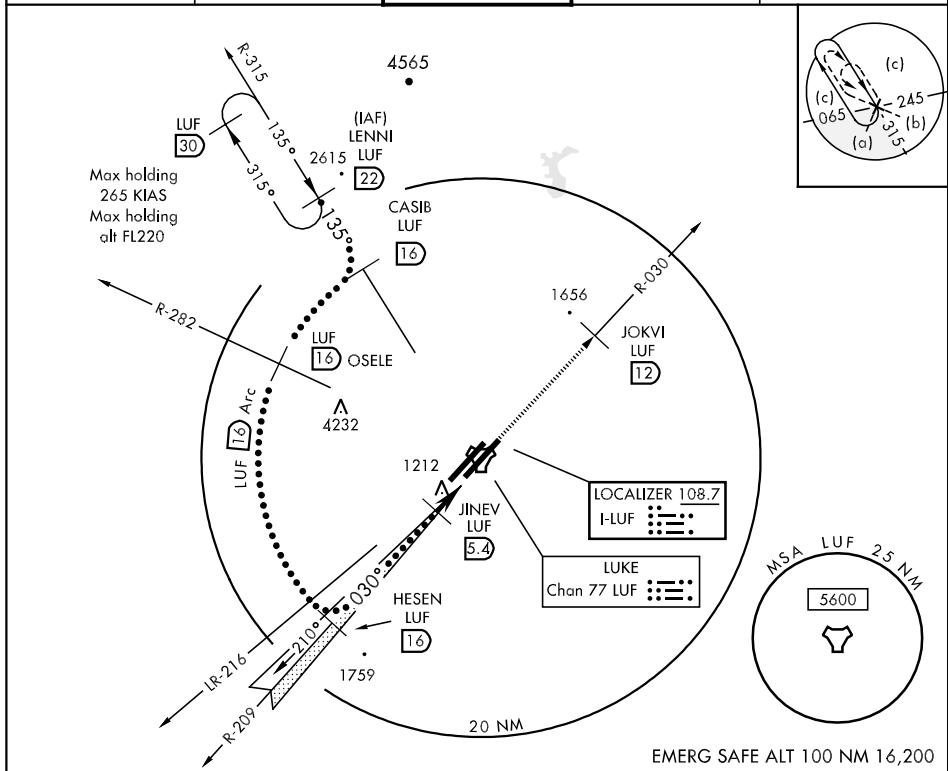


\* When ALS inop, increase RVR to 40 and vis to ¾ mile.  
 \*\* When ALS inop, increase RVR to 60 and vis 1½ miles.  
 \*\*\* Circling not authorized E of Rwy 3R-21L.

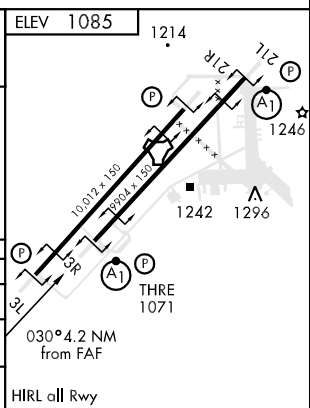
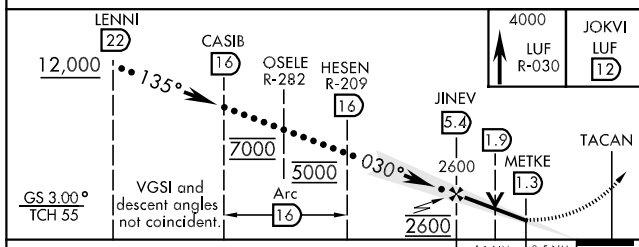


MISSED APPROACH: Track heading 030° to 4000, intercept LUF TACAN R-030 to JOKVI (LUF R-030/12 DME). Ctc LUKE APP CON.

ATIS ★ <b>134.925 269.9</b>	LUKE APP CON <b>118.15 363.12</b>	LUKE TOWER ★ <b>119.1 379.9</b>	GND CON <b>133.175 335.8</b>	CLNC DEL <b>126.25 273.475</b>
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EMERG SAFE ALT 100 NM 16,200



CATEGORY	C	D	E
S-ILS 3R *	1271/24	200	(200-½)
S-LOC/ DME 3R **	1480/40	409	(400-¾)
CIRCLING ***	1560-1½ 475 (500-1½)	1640-2 (600-2)	NOT AUTHORIZED

HIRL all Rwy

LOC I-EMJ <b>110.9</b>	APCH CRS <b>210°</b>	Rwy ldg <b>9904</b> TDZE <b>1084</b> Arpt Elev <b>1085</b>
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JAL-321 [USAF]

LUKE AFB (KLUF)

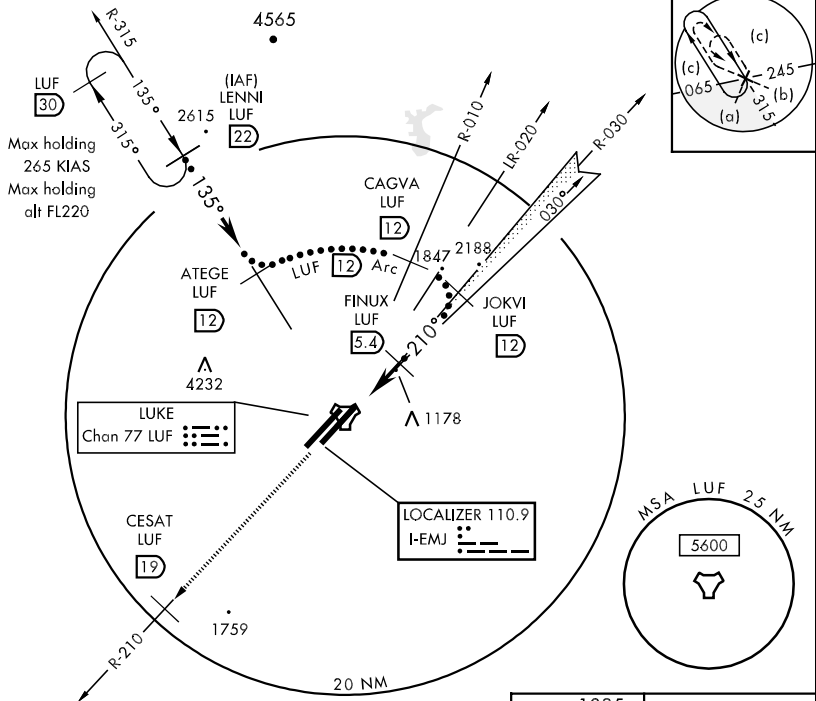
- V** \* When ALS inop, increase RVR to 40 and vis to 3/4 mile.  
\*\* When ALS inop, increase vis to 1 1/8 miles.



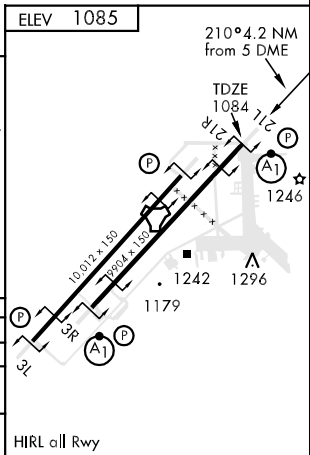
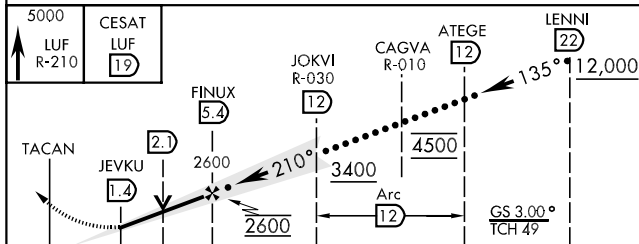
**MISSED APPROACH:** Track heading 210° to 5000. Intercept LUF TACAN R-210 at CESAT (LUF R-210/19 DME). Ctc LUKE APP CON.

ATIS ★ <b>134.925 269.9</b>	LUKE APP CON <b>118.15 363.12</b>	LUKE TOWER ★ <b>119.1 379.9</b>	GND CON <b>133.175 335.8</b>	CLNC DEL <b>126.25 273.475</b>
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\*\*\* Circling not authorized E of Rwy 3R-21L.



EMERG SAFE ALT 100 NM 16, 200



CATEGORY	C	D	E
S-ILS 21L*	1284/24	200 (200-1/2)	
S-LOC/ ** DME 21L	1540/45	456 (500-7/8)	
CIRCLING***	1560-1 1/2 475 (500-1 1/2)	1640-2 555 (600-2)	NOT AUTHORIZED

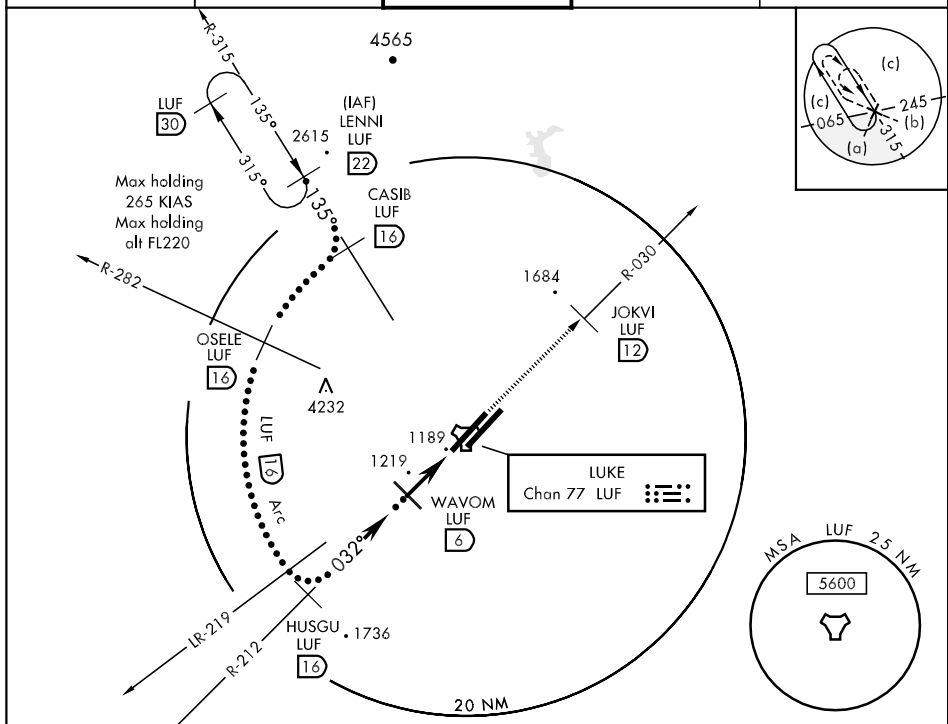
HIRL all Rwy

TACAN LUF Chan 77	APCH CRS 032°	Rwy ldg 10,012 THRE 1077 Arpt Elev 1085	JAL-321 [USAF]	LUKE AFB (KLUF)
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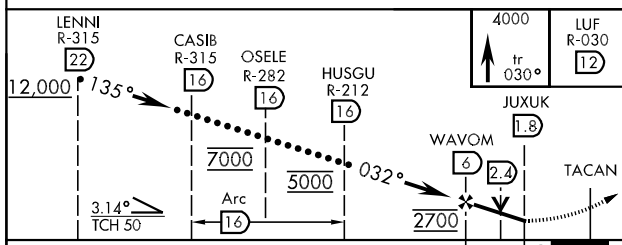
**\* Circling not authorized E of Rwy 03L-21R.**

**MISSED APPROACH:** Track heading 030° to 4000, intercept LUF R-030 to JOKVI (LUF R-030/12 DME). Ctc LUKE APP CON.

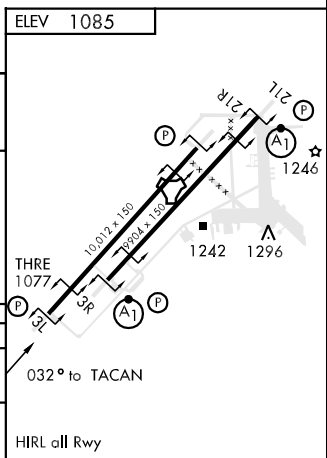
ATIS ★ 134.925 269.9	LUKE APP CON 118.15 363.12	LUKE TOWER ★ 119.1 379.9	GND CON 133.175 335.8	CLNC DEL 126.25 273.475
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EMERG SAFE ALT 100 NM 16,200



CATEGORY	C	D	E
S-3L	1500-1¼	423	(500-1¼)
CIRCLING *	1560-1½ 475 (500-1½)	1640-2 555 (600-2)	NOT AUTHORIZED



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

TACAN LUF Chan <b>77</b>	APCH CRS <b>026°</b>	Rwy ldg <b>9904</b> THRE <b>1071</b> Arpt Elev <b>1085</b>
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JAL-321 [USAF]

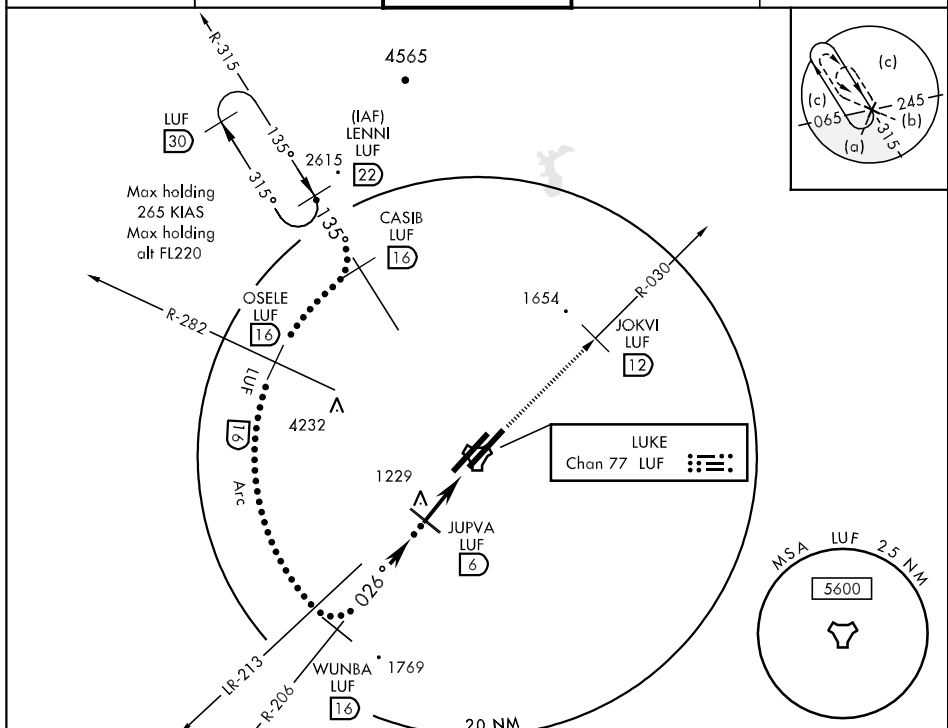
LUKE AFB (KLUF)

- V** \* When ALS inop, increase vis to 1¼ miles.  
 \*\* Circling not authorized E of Rwy 3R-21L.

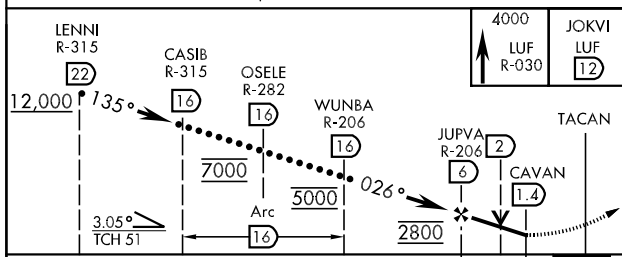


MISSED APPROACH: Track heading 030° to 4000, intercept LUF TACAN R-030 to JOKVI (LUF R-030/12 DME). Contact Luke APP CON.

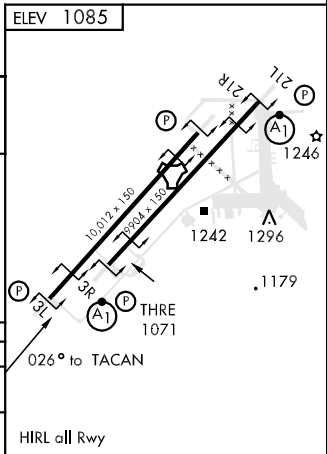
ATIS ★ <b>134.925 269.9</b>	LUKE APP CON <b>118.15 363.12</b>	LUKE TOWER ★ <b>119.1 379.9</b>	GND CON <b>133.175 335.8</b>	CLNC DEL <b>126.25 273.475</b>
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EMERG SAFE ALT 100 NM 16,200

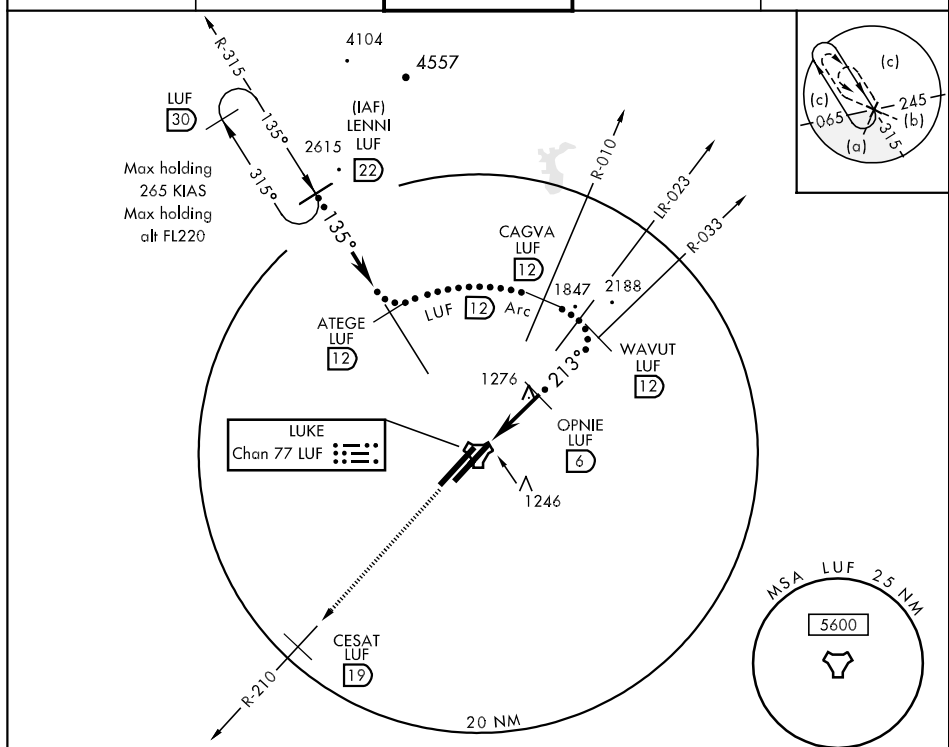


CATEGORY	C	D	E
S-3R *	1500/40	429	(500-¾)
CIRCLING **	1560-1½ 475 (500-1½)	1640-2 555 (600-2)	NOT AUTHORIZED

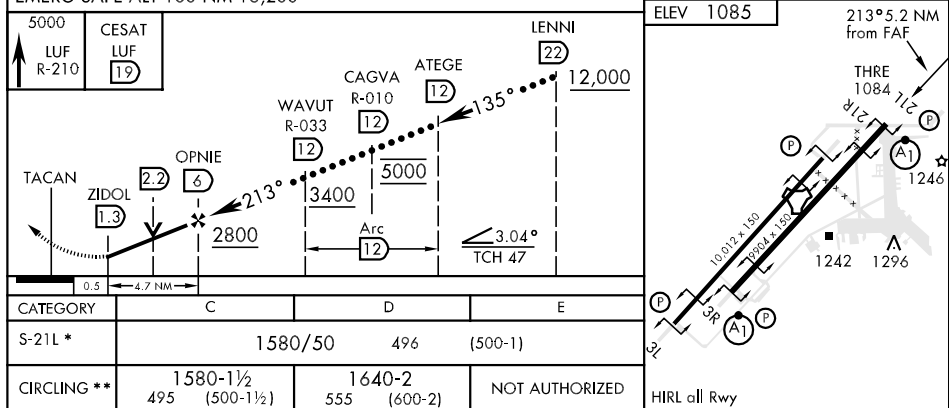


HI-TACAN RWY 21L

TACAN LUF Chan <b>77</b>	APCH CRS <b>213°</b>	Rwy Idg <b>9904</b> THRE Arprt Elev <b>1085</b>	JAL-321 [USAF]	LUKE AFB (KLUF)
<b>▼</b> * When ALS inop, increase vis to 1½ miles. <b>**</b> Circling not authorized E of Rwy 3R-21L.			ALSF-1 	MISSED APPROACH: Track heading 210° to 5000. Intercept LUF TACAN R-210 to CESAT (LUF R-120/19 DME). Contact LUKE APP CON.
ATIS ★ <b>134.925 269.9</b>	LUKE APP CON <b>118.15 363.12</b>	LUKE TOWER ★ <b>119.1 379.9</b>	GND CON <b>133.175 335.8</b>	CLNC DEL <b>126.25 273.475</b>



EMERG SAFE ALT 100 NM 16,200



LUKE AFB (KLUF)

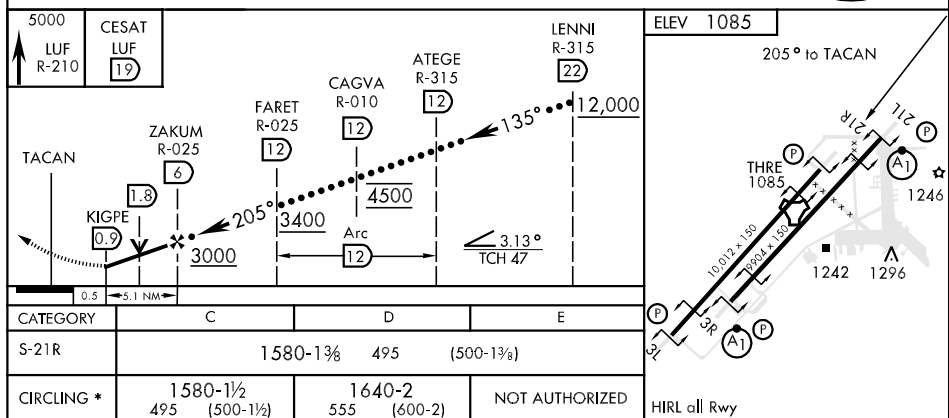
HI-TACAN RWY 21L

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4. 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 21R

<p>ATIS ★</p> <p>134.925 269.9</p>	<p>LUKE APP CON</p> <p>118.15 363.12</p>	<p>LUKE TOWER ★</p> <p>119.1 379.9</p>	<p>GND CON</p> <p>133.175 335.8</p>	<p>CLNC DEL</p> <p>126.25 273.475</p>
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LUKE AFB (KLUF)

HI-TACAN RWY 21R

## LENNI THREE ARRIVAL

ST-321 (FAA)

LUKE AIR FORCE BASE  
GLENDALE, ARIZONA

ALBUQUERQUE CENTER

128.45 289.9

LUKE RAPCON \*

118.15 363.12

LUKE TOWER \*

119.1 379.9

ATIS \*

134.925 269.9

METRO

267.4

DRAKE  
114.1 DRK  
Chan 88  
N34°42.15'-W112°28.82'  
L-8, H-4

NOTE: Military Only.

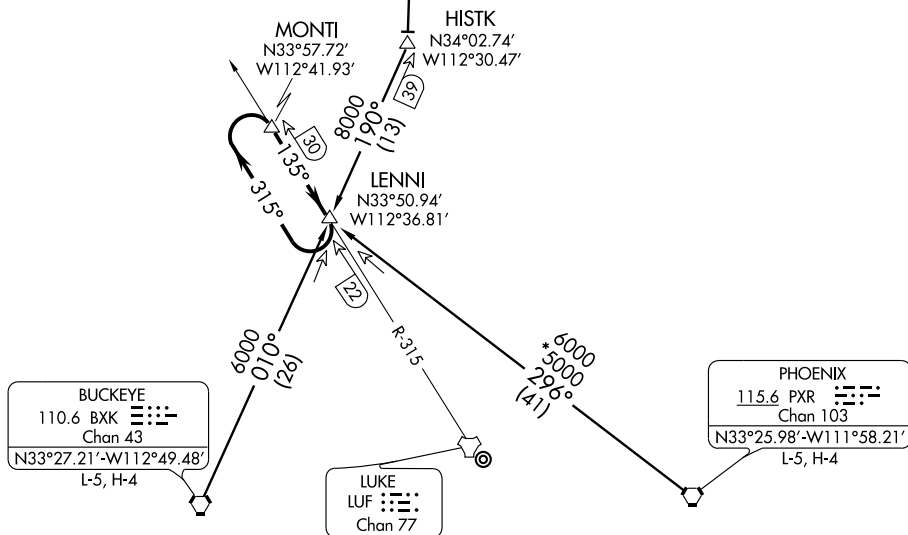
NOTE: DME required.

### TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Expect to cross LENNI at FL220.

Expect one turn in holding at LENNI.

En-route descent DRAKE TRANSITION only.



NOTE: Chart not to scale.

**BUCKEYE TRANSITION (BXX.LENNI3):** From over BXX VORTAC via BXX R-010 to LENNI INT. Thence . . .

**DRAKE TRANSITION (DRK.LENNI3):** From over DRK VORTAC via DRK R-168 and BXX R-010 to LENNI INT. Thence . . .

**PHOENIX TRANSITION (PXR.LENNI3):** From over PXR VORTAC via PXR R-296 to LENNI INT. Thence . . .

. . . Expect one turn in holding at LENNI INT followed by HI-TACAN/HI-ILS or LOC/DME to Luke AFB.

## LENNI THREE ARRIVAL

(LENNI.LENNI3) 08325

GLENDALE, ARIZONA  
LUKE AIR FORCE BASE

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

## LUKE-ONE DEPARTURE (LUKE1•DRK)

GLENDALE, ARIZONA

ATIS ★134.925 269.9  
CLNC DEL  
126.25 273.475  
GND CON  
133.175 335.8  
LUKE TOWER ★  
119.1 379.9  
LUKE DEP CON  
118.15 363.125  
ALBUQUERQUE CENTER  
125.25 307.3

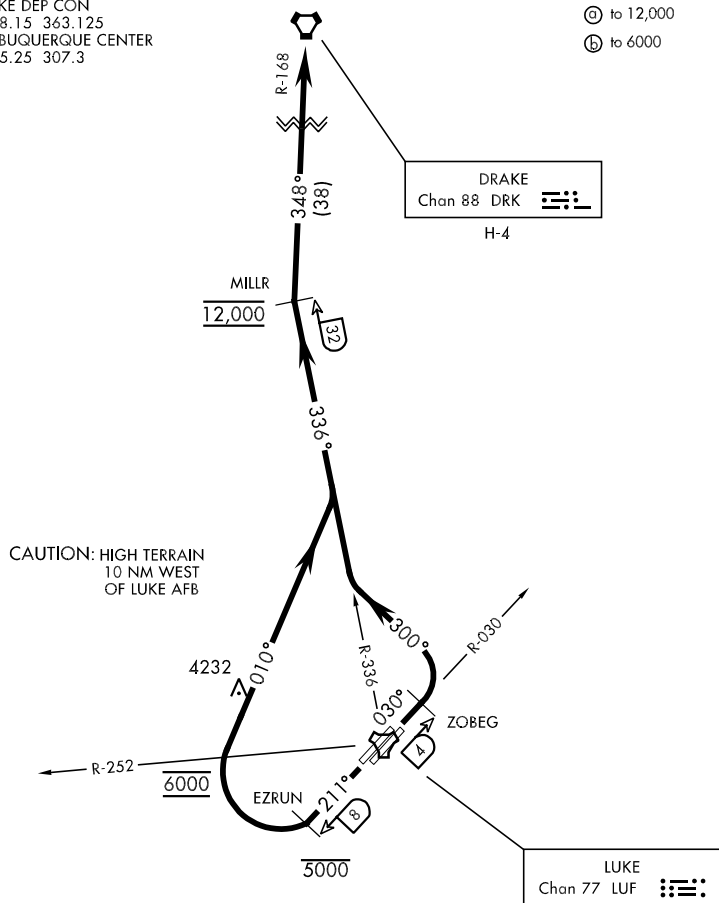
SH-321 [USAF]

Rwy		Knots	120	180	240	300	360
† 3L	⊙	V/V(fpm)	670	1000	1340	1670	2000
† 3R	⊙	V/V(fpm)	670	1010	1340	1680	2010
*21L/R	⊙	V/V(fpm)	860	1290	1720	2150	2580

\* Minimum † ATC Climb Rate

⊙ to 12,000

⊙ to 6000



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3 L/R: Climb on a track of 030°. Abeam ZOBEG (LUF R-030/04) turn left and track 300° to intcp and proceed via LUF R-336 to MILLR (LUF R-336/32) then via DRK R-168 to DRK. Cross MILLR at and maintain 12,000 or as assigned by ATC.

TAKE-OFF RWY 21 L/R: Climb on a track of 211°. Abeam EZRUN (LUF R-211/08) turn right to track 010° to intcp and proceed via LUF R-336 to MILLR (LUF R-336/32) then via DRK R-168 to DRK. Cross 8 DME at or below 5000, cross LUF R-252 at 6000, cross MILLR at and maintain 12,000 or as assigned by ATC.

## LUKE-ONE DEPARTURE (LUKE1•DRK)

GLENDALE, ARIZONA

LUKE AFB (KLUF)



## TANKZ-ONE DEPARTURE

SH-321 [USAF]

GLENDALE, ARIZONA

ATIS ★134.925 269.9  
 CLNC DEL  
 126.25 273.475  
 GND CON  
 133.175 335.8  
 LUKE TOWER ★  
 119.1 379.9  
 LUKE DEP CON  
 118.15 363.125  
 ALBUQUERQUE CENTER  
 125.25 307.3

GLADDEN 1  
 MOA

7918



Minimum Climb Rate

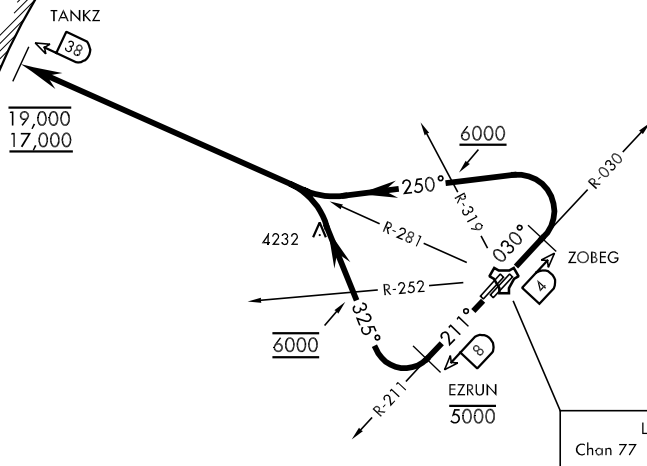
Rwy	Knots	120	180	240	300	360
* ALL	V/V(fpm)	660	990	1320	1650	1980

\* From departure end of rwy to 6000

ATC Climb Rates

Rwy	Knots	120	180	240	300	360
* ALL	V/V(fpm)	780	1170	1560	1950	2340

\* From departure end of rwy to 17,000



LUKE  
 Chan 77 LUF

## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RWY 3 L/R:** Climb on a track of 030°. Abeam LUF TACAN R-030/04 (ZOBEG) turn left heading 250° to intercept and proceed via LUF R-281 to 38 DME (TANKZ). Cross LUF R-319 at or above 6000. Cross TANKZ at or above 17,000 and below 19,000 (or as assigned by ATC).

**TAKE-OFF RWY 21 L/R:** Climb on a track of 211°. Abeam LUF TACAN R-211/08 (EZRUN) turn right heading 325° to intercept and proceed via LUF R-281 to 38 DME (TANKZ). Cross 8 DME at or below 5000. Cross LUF R-252 at 6000. Cross TANKZ at or above 17,000 and below 19,000 (or as assigned by ATC).

TANKZ-ONE DEPARTURE

GLENDALE, ARIZONA

LUKE AFB (KLUF)

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

## TIRON-SEVEN DEPARTURE (TIRON7)

SH-321 [USAF]

GLENDALE, ARIZONA

ATIS ★134.925 269.9  
CLNC DEL  
126.25 273.475  
GND CON  
133.175 335.8  
LUKE TOWER ★  
119.1 379.9  
LUKE DEP CON  
118.15 363.125  
ALBUQUERQUE CENTER  
125.25 307.3

BAGDAD 1  
MOA

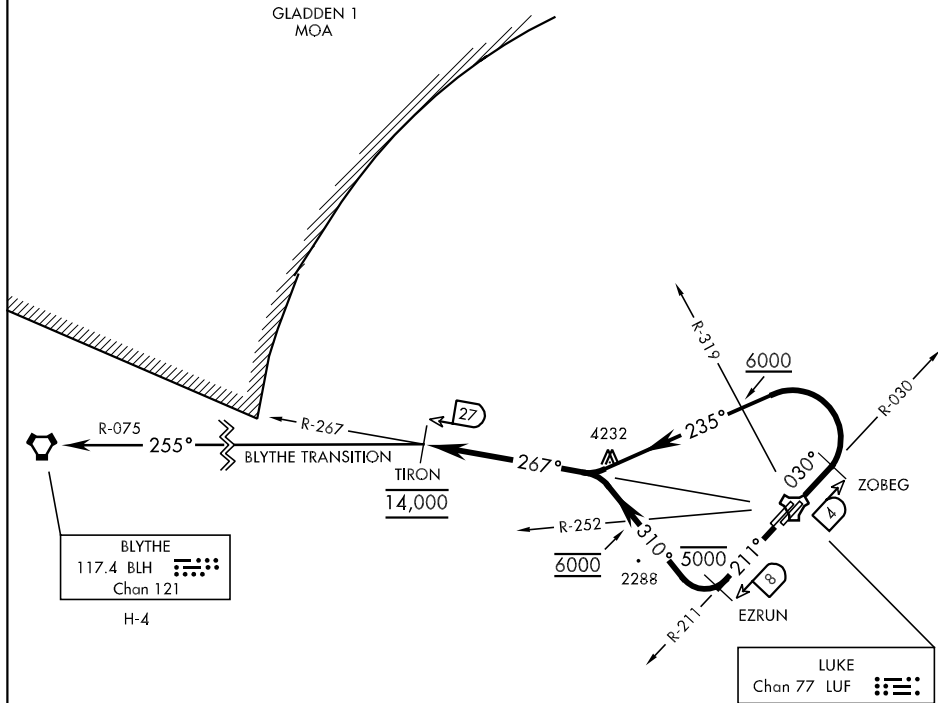
Rwy	Knots	120	180	240	300	360
3 L/R	V/V(fpm)	700	1050	1400	1750	2100
21 L/R	V/V(fpm)	640	960	1280	1600	1920

Minimum Climb Rate from DER to 6000.

Rwy	Knots	120	180	240	300	360
3 L/R	V/V(fpm)	860	1290	1720	2150	2580
21 L/R	V/V(fpm)	910	1360	1810	2260	2720

ATC Climb Rates from DER to 14,000

GLADDEN 1  
MOA



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3 L/R: Climb tracking 030°. Abeam LUF TACAN R-030/04 DME (ZOBEG) turn left heading 235° to intercept and proceed via LUF R-267 to LUF 27 DME (TIRON). Cross LUF R-319 at or above 6000. Cross TIRON at 14,000 (or as assigned by ATC). Then via assigned route or transition.

TAKE-OFF RWY 21 L/R: Climb tracking 211°. Abeam LUF TACAN R-211/08 DME (EZRUN) turn right heading 310° to intercept and proceed via LUF R-267 to LUF 27 DME (TIRON). Cross abeam EZRUN at or below 5000. Cross LUF R-252 at 6000, Cross TIRON at 14,000 (or as assigned by ATC). Then via assigned route or transition.

BLYTHE TRANSITION (TIRON7•BLH): Via the BLH VORTAC R-075 to BLH.

TIRON-SEVEN DEPARTURE (TIRON7)

GLENDALE, ARIZONA

LUKE AFB (KLUF)

**GLENDALE MUNI** (GEU) 6 W UTC-7 N33°31.62' W112°17.71'

1071 B S4 FUEL 100, 100LL, JET A OX 2 TPA—See Remarks NOTAM FILE GEU

RWY 01-19: H7150X100 (ASPH) S-40, D-60 MIRL 0.4% up NE

RWY 01: REIL. PAPI(P2L)—GA 3.0° TCH 38'. Thld dsplcd 701'.

Road. Rgt tfc.

RWY 19: REIL. PAPI(P2L)—GA 3.0° TCH 62'. Thld dsplcd 1001'.

Fence.

**AIRPORT REMARKS:** Attended continuously. Fuel avbl 1400-0400Z, fee other hrs. CAUTION: Heavy military jet tfc 5 miles west. Coyotes and birds on arpt. Bird activity invof arpt. High tension p-lines ¼ mile west parallel to rwy unmarked and unlighted. Touch and go ldg permitted between 1400-0500Z only. Avoid noise sensitive areas north and southeast of arpt. Rwy 01 preferred for noise abatement. Ctc arpt manager for additional noise abatement procedures. TPA—2101(1030), 1701(630) helicopter/ultralights, 2601(1530), high performance. West side helicopter pattern not avbl SS-SR. When twr clsd ACTIVATE MIRL Rwy 01-19, PAPI Rwy 01 and Rwy 19, REIL Rwy 01 and Rwy 19—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.425 (623) 877-8609.**COMMUNICATIONS:** CTAF 121.0 ATIS 119.425 UNICOM 122.95

PHOENIX RCO 122.6 122.2 (PRESCOTT RADIO)

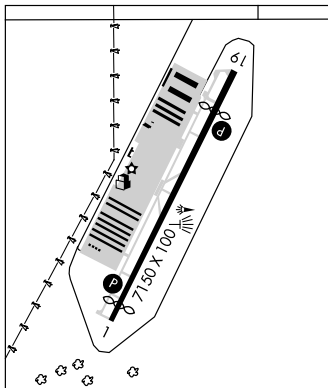
Ⓡ LUKE APP/DEP CON 118.15 Mon-Thu 1330-0530Z, Fri 1330-0130Z, closed weekends and holidays, other times ctc

Ⓡ PHOENIX APP/DEP CON 120.7

TOWER 121.0 (Mon-Fri 1300-0330Z, Sat-Sun 1400-0200Z) GND CON 118.0

**AIRSPACE:** CLASS D svc Mon-Fri 1300-0330Z, Sat-Sun 1400-0200Z other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE PRC.

PHOENIX (H) VORTACW 115.6 PXR Chan 103 N33°25.98' W111°58.21' 277° 17.3 NM to fld.  
1182/12E. HIWAS.

**COMM/NAV/WEATHER REMARKS:** Emergency frequency 121.5 not monitored by twr.

PHOENIX

H-4J, L-5B, A

IAP, AD

**GLOBE** N33°16.97' W110°49.76' NOTAM FILE PRC.

RCO 122.3 (PRESCOTT RADIO)

PHOENIX

L-5C

**GLOBE****SAN CARLOS APACHE** (P13) 7 SE UTC-7 N33°21.19' W110°40.04'

3261 B TPA—4261(1000) NOTAM FILE PRC

RWY 09-27: H6500X100 (ASPH-PFC) S-60 MIRL 1.2% up W

RWY 09: REIL. PAPI (P2L)—GA 3.15° TCH 40'.

RWY 27: REIL. PAPI (P2L)—GA 3.15° TCH 40'. Rgt tfc.

**AIRPORT REMARKS:** Unattended. All rwy hold and twy exit signs OTS indefinitely. ACTIVATE MIRL Rwy 09-27—CTAF. PAPI Rwy 09 and Rwy 27 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 120.075 (928) 475-5560.**COMMUNICATIONS:** CTAF/UNICOM 122.8

GLOBE RCO 122.3 (PRESCOTT RADIO)

ALBUQUERQUE CENTER APP/DEP CON 125.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IWA.

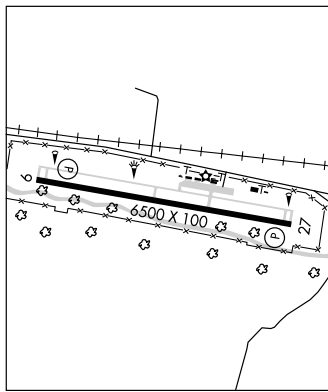
WILLIE (L) VORTACW 113.3 IWA Chan 80 N33°18.19'

W111°39.09' 073° 49.6 NM to fld. 1370/13E. HIWAS.

PHOENIX

H-4K, L-5C

IAP



APP CRS  
**260°**

Rwy Idg **6500**  
TDZE **3200**  
Apt Elev **3235**

# GPS RWY 27

GLOBE/SAN CARLOS APACHE (P13)



NA

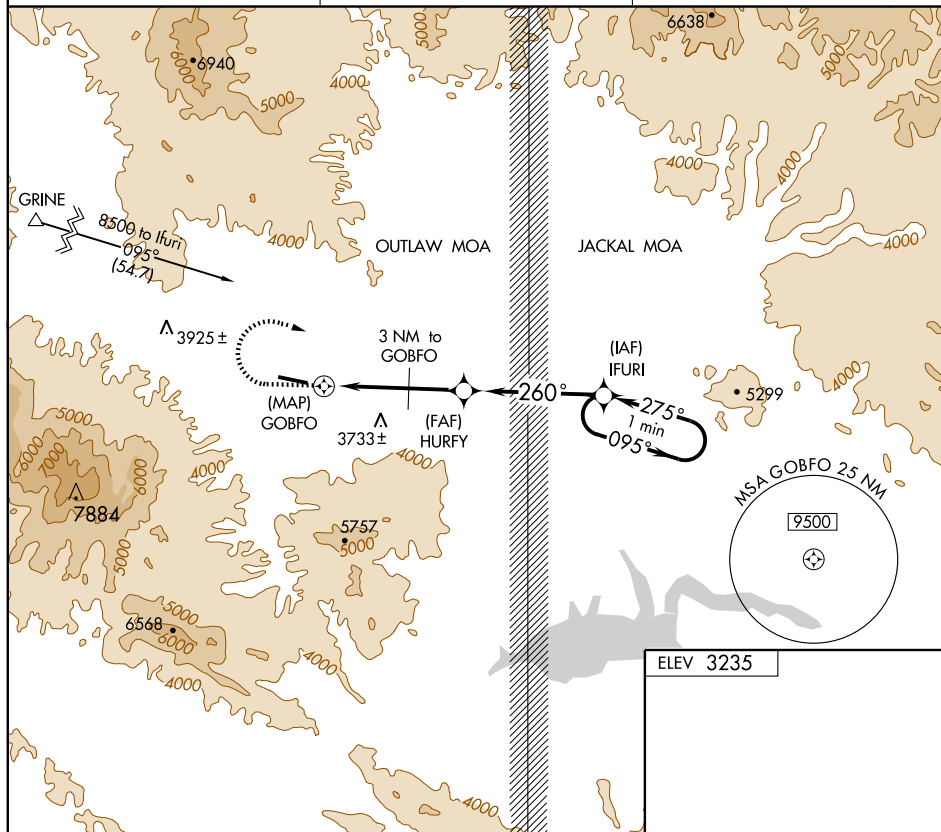
Obtain local altimeter setting on CTAF; when not received, procedure not authorized.

MISSED APPROACH: Climb to 4200, then climbing right turn to 6500 direct IFURI WP and hold.

AWOS-3  
**120.075**

ALBUQUERQUE CENTER  
**125.4 269.3**

UNICOM  
**122.8 (CTAF) 0**



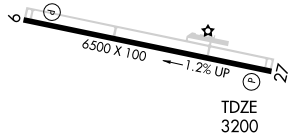
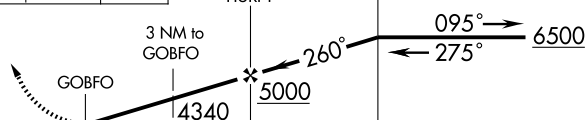
ELEV 3235



HURFY

IFURI

One Minute Holding Pattern



CATEGORY	A	B	C	D
S-27	3780-1	580 (600-1)	NA	
CIRCLING	3980-1 745 (800-1)	3980-1¼ 745 (800-1¼)	NA	

MIRL Rwy 9-27 0  
REIL Rwy 9 and 27

(IZTIR2. IZTIR) 08101  
SL-6635 (FAA)  
IZTIR TWO DEPARTURE (RNAV) (OBSTACLE)

GLOBE/SAN CARLOS APACHE (P13)  
GLOBE, ARIZONA

ALBUQUERQUE CENTER  
125.4 269.3  
PRESCOTT RADIO  
122.4

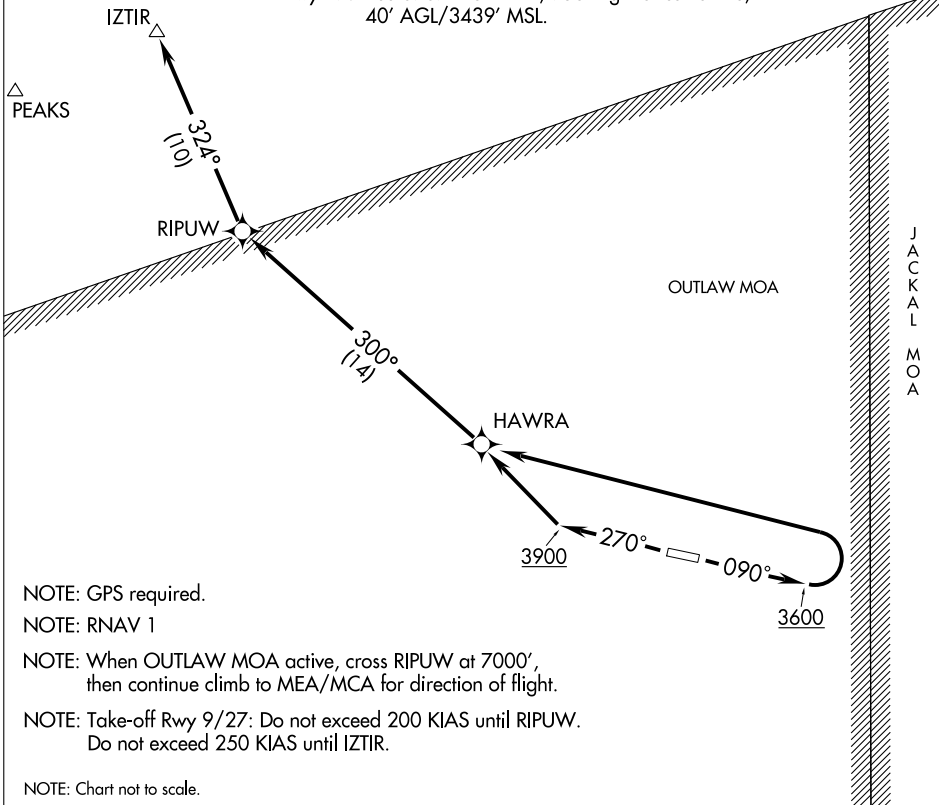
△  
SALTS

TAKE-OFF MINIMUMS

Rwy 9: Standard with minimum climb of 409' per NM to 6900.  
Rwy 27: Standard with minimum climb of 370' per NM to 5500.

TAKE-OFF OBSTACLE NOTES

Rwy 9: Numerous trees beginning 566' from DER, 126' right of centerline, up to 40' AGL/3289' MSL.  
Rwy 27: Tree 6707' from DER, 958' right of centerline, 40' AGL/3439' MSL.



SW-4, 21 OCT 2010 to 18 NOV 2010

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DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb heading 090° to 3600, then climbing left turn direct HAWRA, then via depicted route to IZTIR. Thence....

TAKE-OFF RUNWAY 27: Climb heading 270° to 3900, then climbing right turn direct HAWRA, then via depicted route to IZTIR. Thence....

....climb on course to MEA for assigned route of flight.

# AIRPORT DIAGRAM

AL-6648 (FAA)

GOODYEAR/ PHOENIX GOODYEAR (GYR.)

GOODYEAR, ARIZONA

ATIS  
118.35  
GOODYEAR TOWER ★  
120.1 239.3  
GND CON  
121.7

33°26'N

VAR 112° E

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

FIELD  
ELEV  
968

208.4°

TRANSIENT PARKING

TERMINAL

HANGARS

CONTROL TOWER

HANGARS

8500 X 150

RWY 03-21  
S-75, D-200, 2D-270

33°25'N

ELEV  
941

208.4°

0.3% UP

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

112°23'W

112°22'W

# AIRPORT DIAGRAM

GOODYEAR, ARIZONA

GOODYEAR/ PHOENIX GOODYEAR (GYR.)

# GOODYEAR

**PHOENIX GOODYEAR** (GYR) 1 SW UTC-7 N33°25.42' W112°22.47'

968 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE GYR

RWY 03-21: H8500X150 (ASPH) S-75, D-200, 2D-270 MIRL

RWY 03: REIL. PAPI(P2L)—GA 3.0° TCH 45'. 0.3% up.

RWY 21: REIL. PAPI(P2L)—GA 3.5° TCH 45'. Thld dsplcd 2100'.

Building. Rgt tfc.

**AIRPORT REMARKS:** Attended 1300-0400Z. E-W power lines 100 feet AGL ½ mile S approach end Rwy 03 unmarked and unlighted some NSTD marking. Numerous large acft parked approximately 500' W of Rwy 03-21. Mountains SE at 6 miles to 4500'. Military jet tfc 5 miles west of arpt. Acft departing Rwy 03 assigned right crosswind climb straight ahead to Litchfield Road or passing 1032' AGL before starting right turn. Noise abatement in effect ctc 602-273-4300. Noise sensitive neighborhood 1-3 miles NNE-NE of arpt. TPA -1968(1000) light acft and non-turbo jets; 2468(1500) heavy acft and turbo jets; 1468(500) helicopters. For MRL Rwy 03-21 or REIL Rwy 03 and Rwy 21 during dalgt hrs ctc twr or arpt on 623-932-4550. After SS MRL Rwy 03-21 are on. PAPI Rwy 03 and Rwy 21 opr continuously, REIL Rwy 03 and Rwy 21 turned off when twr clsd. Fee for all charters; travel clubs and certain revenue producing acft. NOTE: See Special

Notices—Aerobatic Operations.

**WEATHER DATA SOURCES:** LAWRs.

**COMMUNICATIONS:** CTAF 120.1 ATIS 118.35 UNICOM 122.95

PHOENIX RCO 122.6 122.2 (PRESCOTT RADIO)

Ⓡ LUKE APP/DEP CON 125.45 Mon-Thu 1330-0530Z, Fri 1330-0130Z, closed weekends and holidays, other times contact

Ⓡ PHOENIX APP/DEP CON 120.7

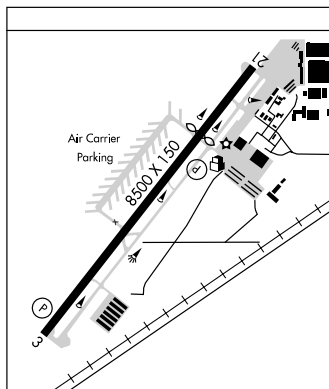
GOODYEAR TOWER 120.1 (1300-0400Z) GND CON 121.7

**AIRSPACE:** CLASS D svc 1300-0400Z other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PRC.

BUCKEYE (L) VORTAC 110.6 BXX Chan 43 N33°27.21' W112°49.48' 080° 22.7 NM to fld. 1060/14E.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not available at twr.



# GRAND CANYON

**GRAND CANYON NATL PARK** (GCN) 6 S UTC-7 N35°57.14' W112°08.82'

6609 B S6 FUEL 100LL, JET A OX 4 ARFF Index—See Remarks NOTAM FILE GCN

RWY 03-21: H8999X150 (ASPH-GRVD) S-88, D-108, 2S-137, 2D-160 MIRL

RWY 03: MALS. 0.7% up.

RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 52'. Rgt tfc. 1.0% down.

**AIRPORT REMARKS:** Attended Oct 1-May 31 1400-0200Z, Jun 1-Sep 30 1300-0300Z. Fuel avbl 24 hrs call 928-638-7117. Condors invof arpt. Class II, ARFF Index A. Index A CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hr PPR, call arpt manager 928-638-2446. ARFF Index B avbl with 24 hr PPR, call arpt manager 928-638-2446. Heavy volume of Air Taxi flights vicinity of Grand Canyon. Overnight parking fee and commercial ldg fee. When twr clsd ACTIVATE MRL Rwy 03-21 and MALS Rwy 03—CTAF. Note: See Special Notices—Grand Canyon Special Flight Rules Area.

**WEATHER DATA SOURCES:** ASOS 124.3 (928) 638-0672. (ASOS frequency 124.3 not avbl. Thunderstorm reporting not avbl when twr clsd.)

**COMMUNICATIONS:** CTAF 119.0 ATIS 124.3 UNICOM 122.95

RCO 123.65 (PRESCOTT RADIO)

MINGUS MOUNTAIN RCO 122.3 (PRESCOTT RADIO)

L.A. CENTER APP/DEP CON 124.85

CANYON TOWER 119.0 (Jun 1-Sep 30 1300-0300Z, Oct 1-May 31 1400-0200Z) GND CON 121.9

**AIRSPACE:** CLASS D svc Jun 1-Sep 30 1300-0300Z, Oct 1-May 31 1400-0200Z other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GCN.

(L) VOR/DME 113.1 GCN Chan 78 N35°57.62' W112°08.76' at fld. 6668/15E.

VOR unusable 065°-115° byd 35 NM blo 14500'.

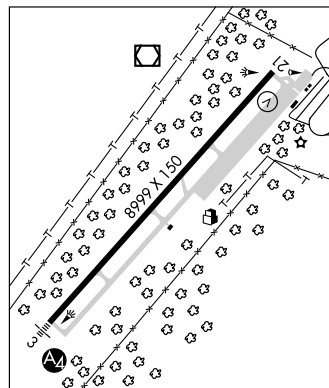
DME unusable 350°-035° byd 35 NM blo 14500'. 035°-115° byd 25 NM blo 14500'.

ILS 108.9 I-GCN Rwy 03. Class IA. Unmonitored when twr clsd.

LAS VEGAS

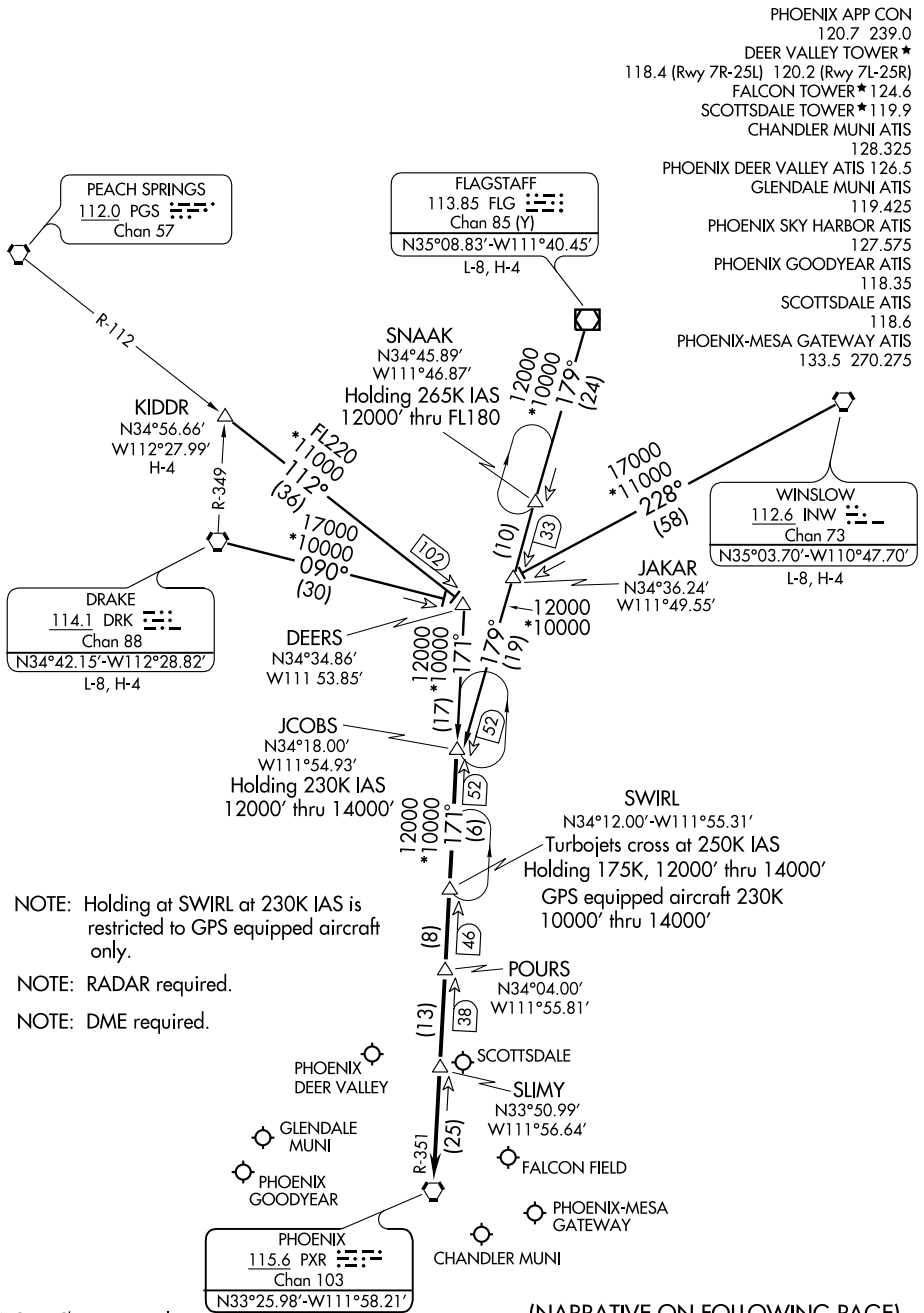
H-4J, L-8G

IAP, AD



## JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA



NOTE: Holding at SWIRL at 230K IAS is restricted to GPS equipped aircraft only.

NOTE: RADAR required.

NOTE: DME required.

(NARRATIVE ON FOLLOWING PAGE)

## JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

(JCOBS.JCOBS2) 09351

SW-4. 21 OCT 2010 to 18 NOV 2010



## JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

## ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

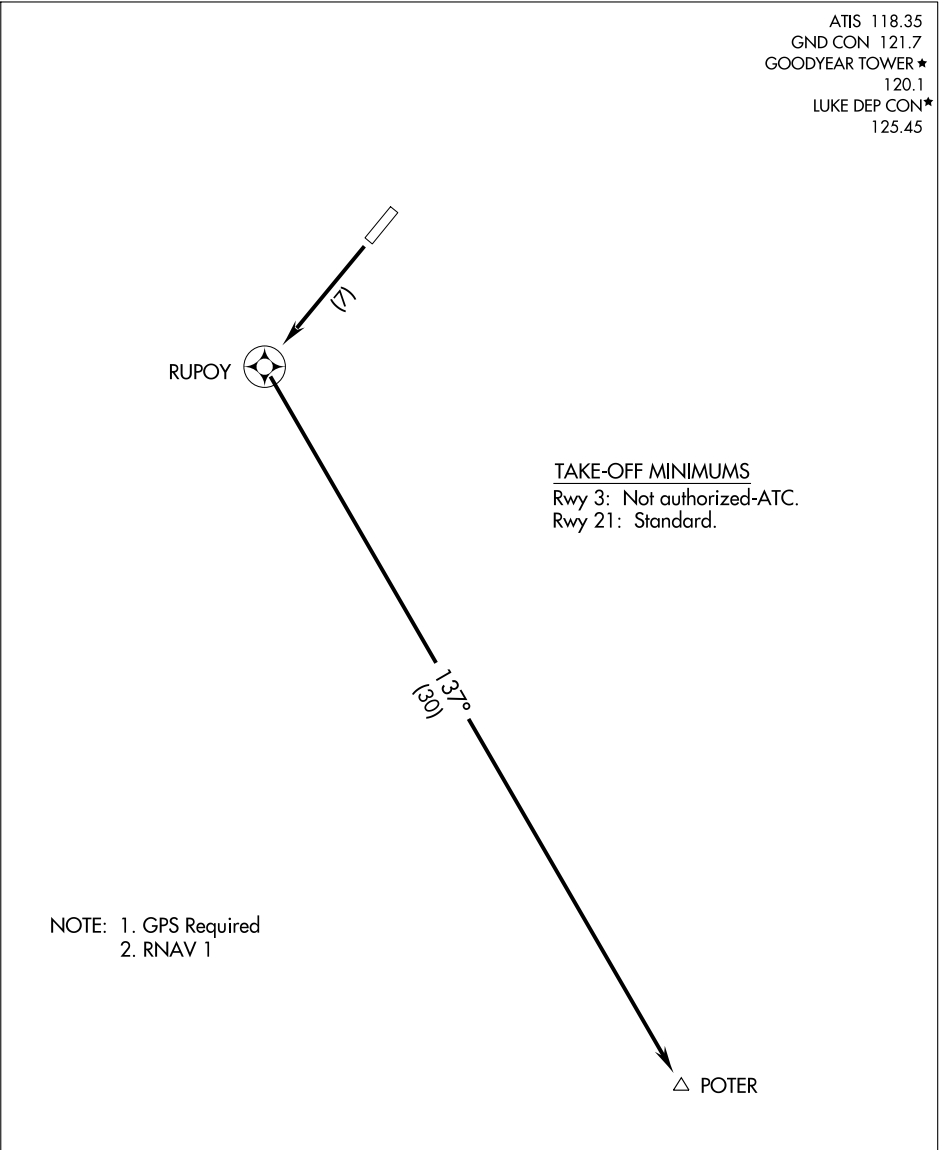
WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010



▼

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 21: Climb to 8000 direct RUPOY and via 137° track to POTER.

APP CRS **027°**  
 Rwy Idg **8500**  
 TDZE **953**  
 Apt Elev **968**

# RNAV (GPS) RWY 3

GOODYEAR/PHOENIX GOODYEAR (GYR)

**Procedure NA at night. DME/DME RNP -0.3 NA.**  
**When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting.**  
**VDP NA when using Phoenix Sky Harbor Intl altimeter setting.**

**MISSED APPROACH:** Climbing left turn to 4000 direct TATUY and hold.

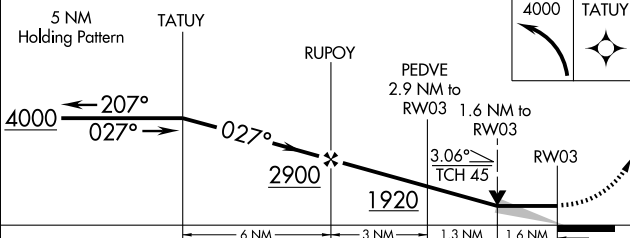
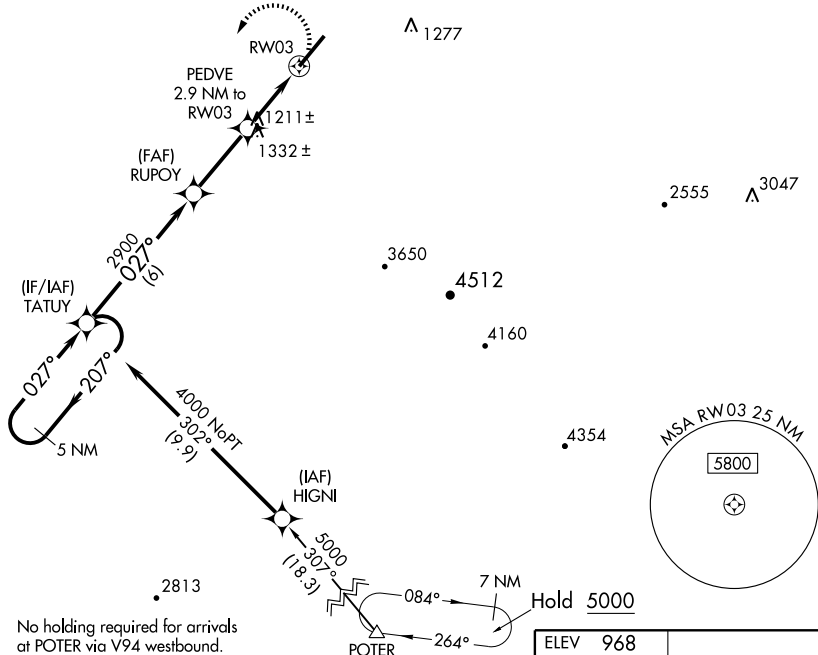
ATIS  
**118.35**

LUKE APP CON ★  
**125.45 263.125**

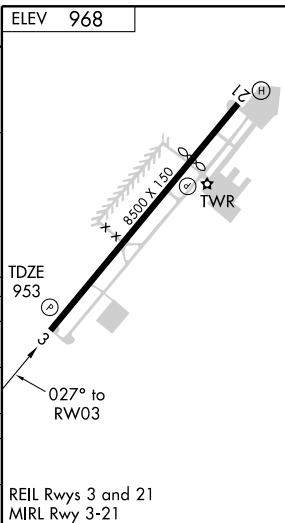
GOODYEAR TOWER ★  
**120.1 (CTAF) 239.3**

GND CON  
**121.7**

UNICOM  
**122.95**



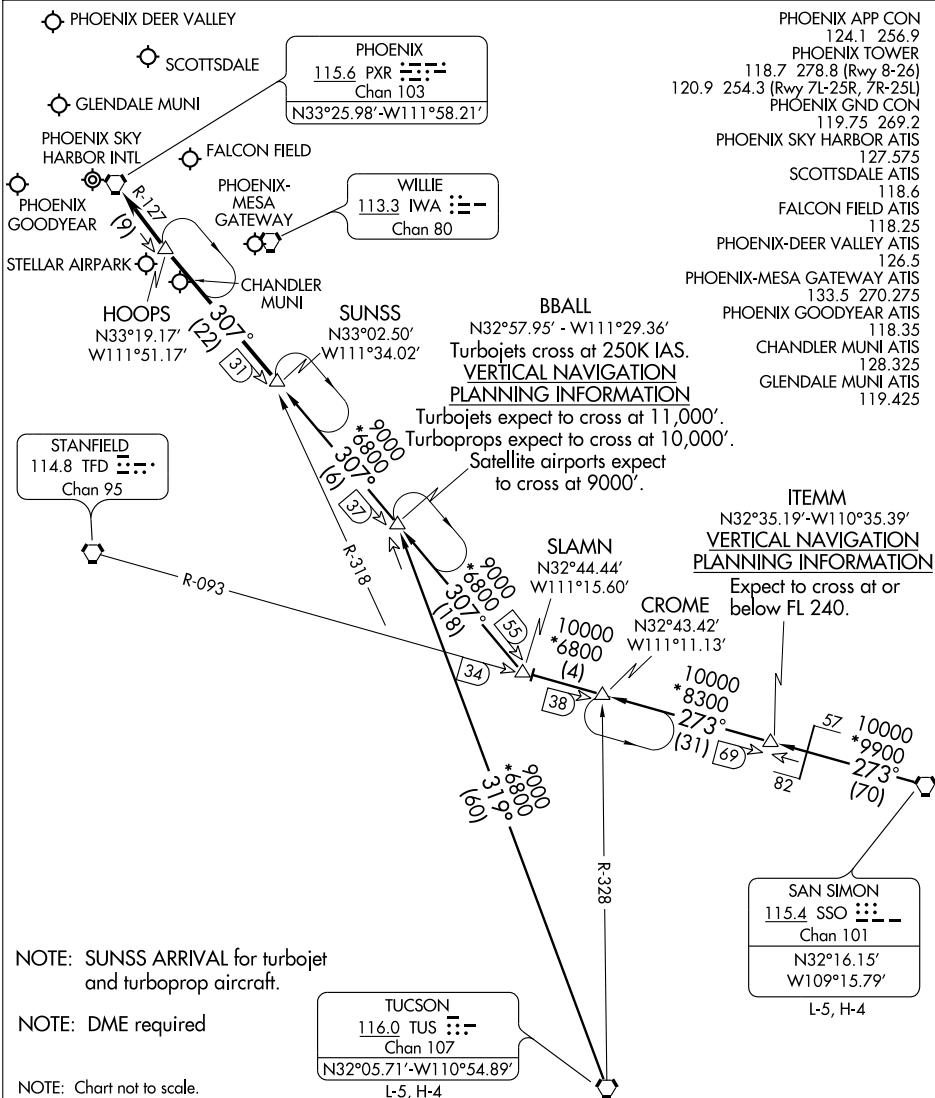
CATEGORY	A	B	C	D
LNAV MDA	1480-1 527 (600-1)		1480-1½ 527 (600-1½)	1480-1¾ 527 (600-1¾)
CIRCLING	1480-1 512 (600-1)		1480-1½ 512 (600-1½)	1620-2 652 (700-2)
PHOENIX SKY HARBOR INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1540-1 587 (600-1)		1540-1½ 587 (600-1½)	1540-1¾ 587 (600-1¾)
CIRCLING	1540-1 572 (600-1)		1540-1½ 572 (600-1½)	1680-2¼ 712 (800-2¼)



## SUNSS SIX ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

**SAN SIMON TRANSITION (SSO.SUNSS6):** From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

**TUCSON TRANSITION (TUS.SUNSS6):** From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

## SUNSS SIX ARRIVAL

PHOENIX, ARIZONA

**VALLE** (40G) 25 S UTC-7 N35°39.04' W112°08.88'

5999 B S2 FUEL 100LL, JET A NOTAM FILE 40G

RWY 01-19: H4199X45 (ASPH) MIRL

RWY 01: PVASI(P SIL) (NSTD)

RWY 19: PVASI (PSIL) (NSTD)

**AIRPORT REMARKS:** Attended 1400-0030Z. Unattended Christmas.

Wildlife on and in/ov arpt. ACTIVATE MIRL Rwy 01-19, PVASI Rwy 01 and Rwy 19—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

L.A. CENTER APP/DEP CON 124.85

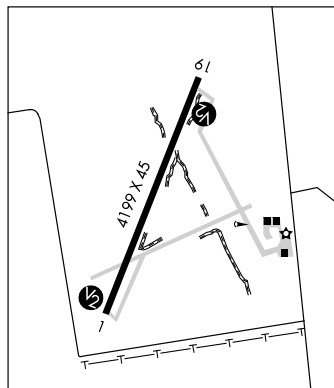
**RADIO AIDS TO NAVIGATION:** NOTAM FILE GCN.

GRAND CANYON (L) VORW/DME 113.1 GCN Chan 78 N35°57.62' W112°08.76' 165° 18.6 NM to fld. 6668/15E.

PHOENIX

L-8G

IAP



**GRAND CANYON BAR TEN AIRSTRIP** (See WHITMORE)

**GRAND CANYON CAVERNS** (See PEACH SPRINGS)

**GRAND CANYON WEST** (See PEACH SPRINGS)

**GREENLEE CO** (See CLIFTON-MORENCI)

**H. A. CLARK MEM FLD** (See WILLIAMS)

**HOLBROOK MUNI** (P14) 3 NE UTC-7 N34°56.43' W110°08.29'

5262 B FUEL 100LL NOTAM FILE PRC

RWY 03-21: H6698X75 (ASPH-AFSC) S-12 MIRL

RWY 03: REIL. PAPI(P2L). Thld dspcd 800'. Road.

RWY 21: REIL. PAPI(P2L).

RWY 11-29: 3200X120 (GRVL-DIRT)

RWY 11: Fence. RWY 29: Pole.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-0000Z. For arpt attendant after hrs call 928-524-7832 or 928-241-0288. Rwy 11-29 soft dirt rwy, for condition of surface call 520-524-7832 or 928-241-0288. ACTIVATE MIRL Rwy 03-21, PAPI Rwy 03 and Rwy 21, REIL Rwy 03 and Rwy 21—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.675

**COMMUNICATIONS:** CTAF/UNICOM 122.8

WINSLOW RCO 122.6 (PRESCOTT RADIO)

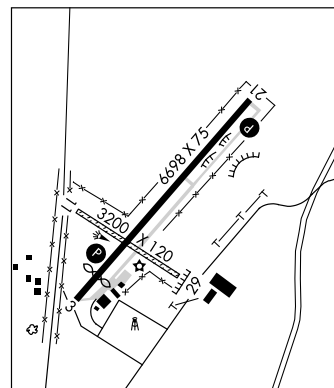
KAYENTA RCO 122.45 (PRESCOTT RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE INW.

WINSLOW (H) VORTACW 112.6 INW Chan 73 N35°03.70' W110°47.70' 088° 33.2 NM to fld. 4910/14E. HIWAS.

PHOENIX

H-4K, L-8G



**KAYENTA** (0V7) 2 SE UTC-7 N36°42.90' W110°13.92'

5710 B FUEL JET A NOTAM FILE PRC

RWY 05-23: H7140X75 (ASPH) S-12.5 MIRL

RWY 05: PAPI(P2L)—GA 3.0° Pole. RWY 23: PAPI(P2L)—GA 3.0°.

**AIRPORT REMARKS:** Unattended. Unrestricted access to rwy from highway. ACTIVATE MIRL Rwy 05-23, PAPI Rwy 05 and Rwy 23—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.325 (928) 697-3638. Plus precipitation and thunderstorm.

**COMMUNICATIONS:** CTAF 122.9

RCO 122.45 (PRESCOTT RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PGA.

PAGE (L) VORW/DME 117.6 PGA Chan 123 N36°55.86' W111°26.85' 089° 60.0 NM to fld. 4277/13E. HIWAS.

DENVER

H-4K, L-8H

APP CRS <b>008°</b>	Rwy Idg TDZE Apt Elev	<b>4199</b> <b>5999</b> <b>6002</b>
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GPS RWY 1

GRAND CANYON/ VALLE (40G)

**NA** **IAF** ARM APPROACH MODE PRIOR TO IAF.

Obtain local altimeter setting on CTAF; when not received use Grand Canyon National Park altimeter setting. When neither received procedure not authorized.

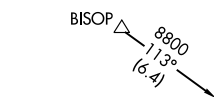
MISSED APPROACH: Climbing left turn to 10000 direct to GCN VOR/DME and hold.

LOS ANGELES CENTER  
**124.85 319.2**

UNICOM  
**122.8 (CTAF)**

MISSED APCH FIX

GRAND CANYON  
GCN

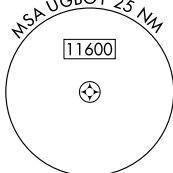


(IAF)  
CAJLA

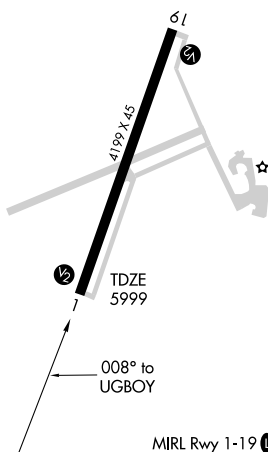
(FAF)  
IVLEC

JUDDU

(JATID)  
6 NM to JUDDU



ELEV 6002



JUDDU		IVLEC		10000	GCN
7800		7500			
Procedure Turn NA		008°			
		5 NM			
CATEGORY	A	B	C	D	
S-1	6480-1	481 (500-1)	6480-1¼ 481 (500-1¼)	NA	
CIRCLING	6480-1	478 (500-1)	6500-1½ 498 (500-1½)	NA	
GRAND CANYON NATIONAL PARK ALTIMETER SETTING MINIMUMS					
S-1	6620-1	621 (700-1)	6620-1¾ 621 (700-1¾)	NA	
CIRCLING	6620-1	618 (700-1)	6640-1¾ 638 (700-1¾)	NA	

GRAND CANYON, ARIZONA

Orig-A 09239

35°39'N-112°09'W

GRAND CANYON/ VALLE (40G)

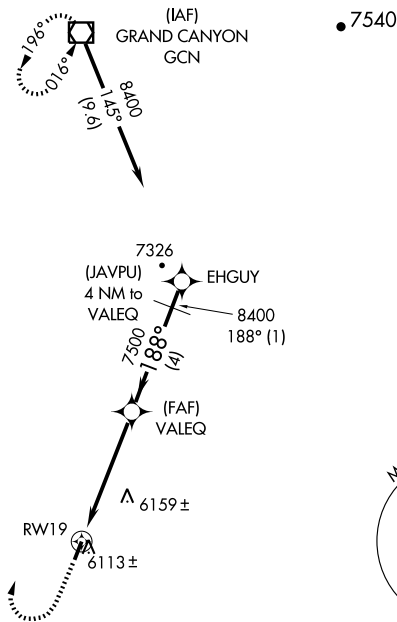
GPS RWY 1

SW-4, 21 OCT 2010 to 18 NOV 2010

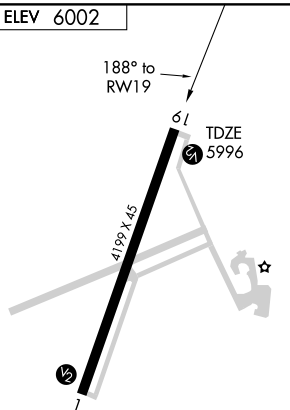
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS  
**188°**Rwy Idg **4199**  
TDZE **5996**  
Apt Elev **6002****GPS RWY 19**  
GRAND CANYON/ VALLE (40G)**⚠ NA** Obtain local altimeter setting on CTAF; when not received use Grand Canyon National Park altimeter setting. When neither received procedure not authorized.

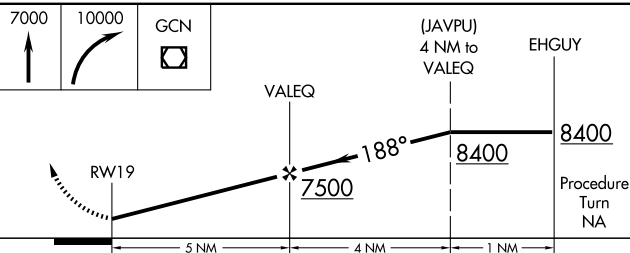
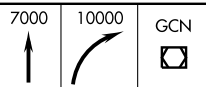
MISSED APPROACH: Climb to 7000 then climbing right turn to 10000 direct GCN VOR/DME and hold.

LOS ANGELES CENTER  
**124.85 319.2**UNICOM  
**122.8 (CTAF) 0**

ELEV 6002



MRL Rwy 1-19 0



CATEGORY	A	B	C	D
S-19	6420-1	424 (500-1)	6420-1¼ 424 (500-1¼)	NA
CIRCLING	6480-1	478 (500-1)	6500-1½ 498 (500-1½)	NA
GRAND CANYON NATIONAL PARK ALTIMETER SETTING MINIMUMS				
S-19	6540-1	544 (600-1)	6540-1½ 544 (600-1½)	NA
CIRCLING	6620-1	618 (700-1)	6640-1¾ 638 (700-1¾)	NA

VOR/DME GCN <b>113.1</b> Chan <b>78</b>	APP CRS <b>166°</b>	Rwy Idg TDZE Apt Elev	<b>4199</b> <b>5996</b> <b>6002</b>
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**VOR/DME RWY 19**

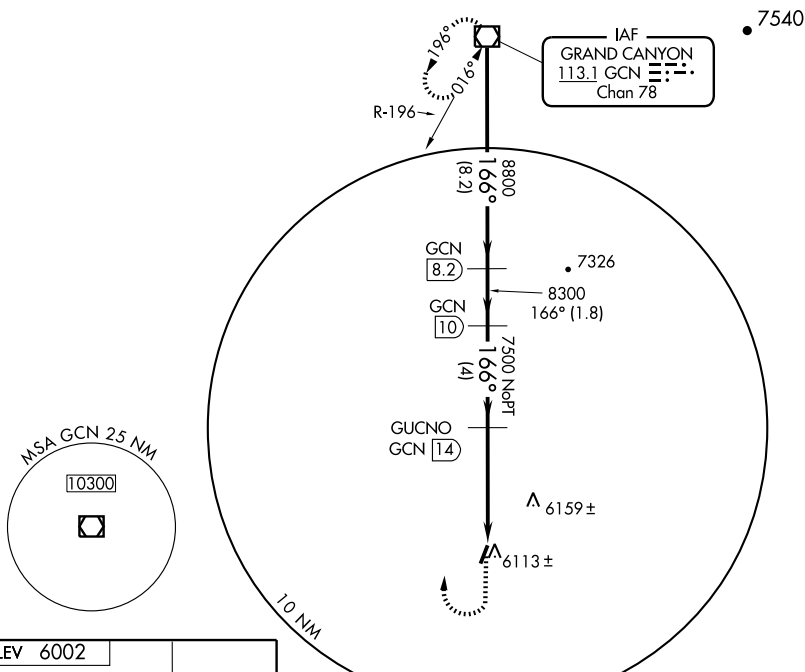
GRAND CANYON/ VALLE (40G)

**A** Obtain local altimeter setting on CTAF; when not received use Grand Canyon National Park altimeter setting. When neither received procedure not authorized.

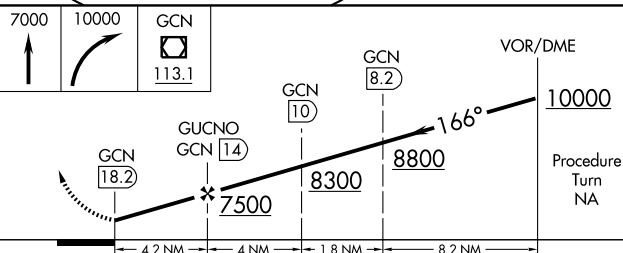
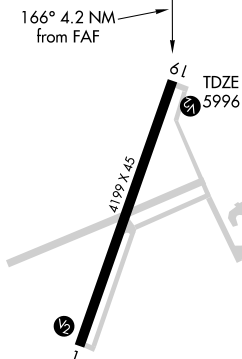
MISSED APPROACH: Climb to 7000 then climbing right turn to 10000 direct GCN VOR/DME and hold.

LOS ANGELES CENTER  
**124.85 319.2**

UNICOM  
**122.8 (CTAF) 0**



ELEV 6002



CATEGORY	A	B	C	D
S-19	6420-1	424 (500-1)	6420-1 ¼ 424 (500-1 ¼)	NA
CIRCLING	6480-1	478 (500-1)	6500-1 ½ 498 (500-1 ½)	NA
GRAND CANYON NATIONAL PARK ALTIMETER SETTING MINIMUMS				
S-19	6540-1	544 (600-1)	6540-1 ½ 544 (600-1 ½)	NA
CIRCLING	6620-1	618 (700-1)	6640-1 ¾ 638 (700-1 ¾)	NA

MIRL Rwy 1-19 0

GRAND CANYON, ARIZONA  
Orig 09239

35°39'N-112°09'W

GRAND CANYON/ VALLE (40G)  
**VOR/DME RWY 19**

SW-4, 21 OCT 2010 to 18 NOV 2010



10210

## AIRPORT DIAGRAM

AL-5381 (FAA)

GRAND CANYON NATIONAL PARK (GCN)

GRAND CANYON, ARIZONA

ATIS  
124.3  
CANYON TOWER ★  
119.0  
GND CON  
121.9

35°58'N

VAR 11.6° E  
JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

FIELD  
ELEV  
6609

PRIVATE  
PARKING

TERMINAL

AIR CARRIER  
PARKING

6756 ★

GENERAL  
AVIATION  
PARKING

TWR

FIRE  
STATION

8999 X 150

35°57'N

ELEV  
6533

G

G

0.7% UP

P

P

P

P

P

P

P

P

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P

RWY 03-21  
S-88, D-108, 2S-137, 2D-160

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

112°09'W

112°08'W

## AIRPORT DIAGRAM

GRAND CANYON, ARIZONA

GRAND CANYON NATIONAL PARK (GCN)

10210

SW-4, 21 OCT 2010 to 18 NOV 2010

# GOODYEAR

**PHOENIX GOODYEAR** (GYR) 1 SW UTC-7 N33°25.42' W112°22.47'

968 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE GYR

RWY 03-21: H8500X150 (ASPH) S-75, D-200, 2D-270 MIRL

RWY 03: REIL. PAPI(P2L)—GA 3.0° TCH 45'. 0.3% up.

RWY 21: REIL. PAPI(P2L)—GA 3.5° TCH 45'. Thld dsplcd 2100'.

Building. Rgt tfc.

**AIRPORT REMARKS:** Attended 1300-0400Z. E-W power lines 100 feet AGL ½ mile S approach end Rwy 03 unmarked and unlighted some NSTD marking. Numerous large acft parked approximately 500' W of Rwy 03-21. Mountains SE at 6 miles to 4500'. Military jet tfc 5 miles west of arpt. Acft departing Rwy 03 assigned right crosswind climb straight ahead to Litchfield Road or passing 1032' AGL before starting right turn. Noise abatement in effect ctc 602-273-4300. Noise sensitive neighborhood 1-3 miles NNE-NE of arpt. TPA -1968(1000) light acft and non-turbo jets; 2468(1500) heavy acft and turbo jets; 1468(500) helicopters. For MRL Rwy 03-21 or REIL Rwy 03 and Rwy 21 during dalgt hrs ctc twr or arpt on 623-932-4550. After SS MRL Rwy 03-21 are on. PAPI Rwy 03 and Rwy 21 opr continuously, REIL Rwy 03 and Rwy 21 turned off when twr clsd. Fee for all charters; travel clubs and certain revenue producing acft. NOTE: See Special

Notices—Aerobatic Operations.

**WEATHER DATA SOURCES:** LAWRs.

**COMMUNICATIONS:** CTAF 120.1 ATIS 118.35 UNICOM 122.95

PHOENIX RCO 122.6 122.2 (PRESCOTT RADIO)

Ⓡ LUKE APP/DEP CON 125.45 Mon-Thu 1330-0530Z, Fri 1330-0130Z, closed weekends and holidays, other times contact

Ⓡ PHOENIX APP/DEP CON 120.7

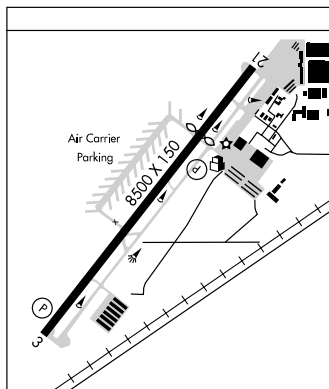
GOODYEAR TOWER 120.1 (1300-0400Z) GND CON 121.7

**AIRSPACE:** CLASS D svc 1300-0400Z other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PRC.

BUCKEYE (L) VORTAC 110.6 BXX Chan 43 N33°27.21' W112°49.48' 080° 22.7 NM to fld. 1060/14E.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not available at twr.



# GRAND CANYON

**GRAND CANYON NATL PARK** (GCN) 6 S UTC-7 N35°57.14' W112°08.82'

6609 B S6 FUEL 100LL, JET A OX 4 ARFF Index—See Remarks NOTAM FILE GCN

RWY 03-21: H8999X150 (ASPH-GRVD) S-88, D-108, 2S-137, 2D-160 MIRL

RWY 03: MALS. 0.7% up.

RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 52'. Rgt tfc. 1.0% down.

**AIRPORT REMARKS:** Attended Oct 1-May 31 1400-0200Z, Jun 1-Sep 30 1300-0300Z. Fuel avbl 24 hrs call 928-638-7117. Condors invof arpt. Class II, ARFF Index A. Index A CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hr PPR, call arpt manager 928-638-2446. ARFF Index B avbl with 24 hr PPR, call arpt manager 928-638-2446. Heavy volume of Air Taxi flights vicinity of Grand Canyon. Overnight parking fee and commercial ldg fee. When twr clsd ACTIVATE MRL Rwy 03-21 and MALS Rwy 03—CTAF. Note: See Special Notices—Grand Canyon Special Flight Rules Area.

**WEATHER DATA SOURCES:** ASOS 124.3 (928) 638-0672. (ASOS frequency 124.3 not avbl. Thunderstorm reporting not avbl when twr clsd.)

**COMMUNICATIONS:** CTAF 119.0 ATIS 124.3 UNICOM 122.95

RCO 123.65 (PRESCOTT RADIO)

MINGUS MOUNTAIN RCO 122.3 (PRESCOTT RADIO)

L.A. CENTER APP/DEP CON 124.85

CANYON TOWER 119.0 (Jun 1-Sep 30 1300-0300Z, Oct 1-May 31 1400-0200Z) GND CON 121.9

**AIRSPACE:** CLASS D svc Jun 1-Sep 30 1300-0300Z, Oct 1-May 31 1400-0200Z other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GCN.

(L) VOR/DME 113.1 GCN Chan 78 N35°57.62' W112°08.76' at fld. 6668/15E.

VOR unusable 065°-115° byd 35 NM blo 14500'.

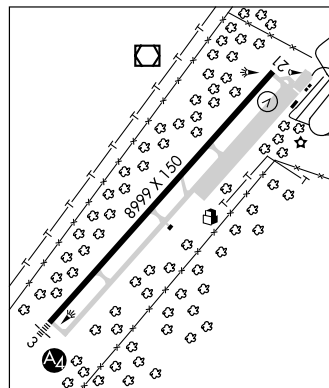
DME unusable 350°-035° byd 35 NM blo 14500'. 035°-115° byd 25 NM blo 14500'.

ILS 108.9 I-GCN Rwy 03. Class IA. Unmonitored when twr clsd.

LAS VEGAS

H-4J, L-8G

IAP, AD



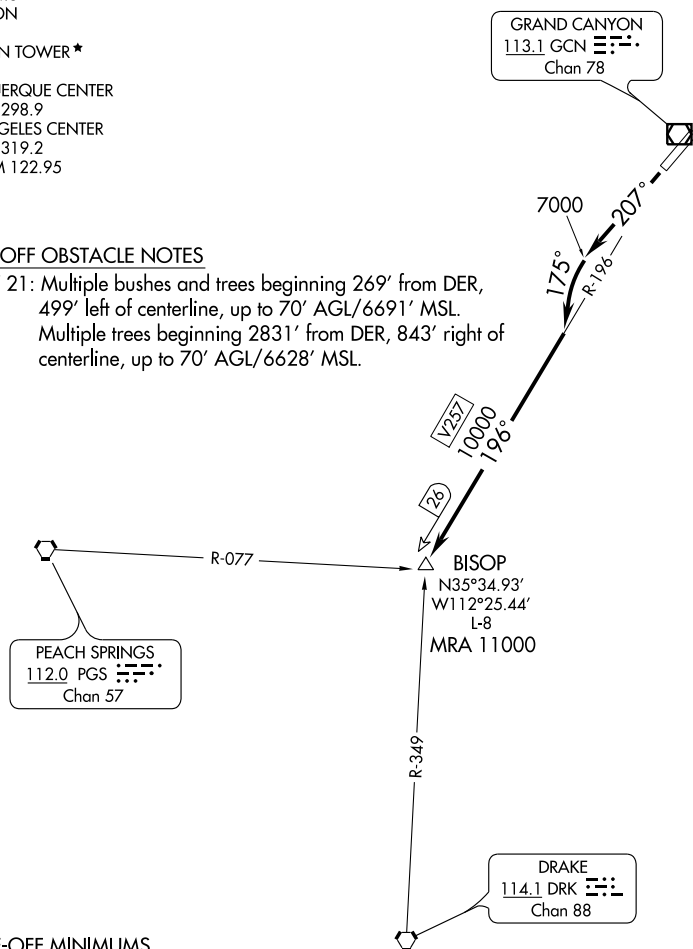
## GRAND TWO DEPARTURE (OBSTACLE)

GRAND CANYON NATIONAL PARK (GCN)  
GRAND CANYON, ARIZONA

ATIS 124.3  
GND CON  
121.9  
CANYON TOWER ★  
119.0  
ALBUQUERQUE CENTER  
128.45 298.9  
LOS ANGELES CENTER  
124.85 319.2  
UNICOM 122.95

TAKEOFF OBSTACLE NOTES

RWY 21: Multiple bushes and trees beginning 269' from DER, 499' left of centerline, up to 70' AGL/6691' MSL.  
Multiple trees beginning 2831' from DER, 843' right of centerline, up to 70' AGL/6628' MSL.

TAKE-OFF MINIMUMS

Rwy 3, NA.

Rwy 21: 200-1¼ or standard with minimum climb of 234' per NM to 7000', or alternatively, with standard takeoff minimums and normal 200 feet/NM climb gradient, takeoff must occur no later than 1800 feet prior to departure end of runway.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

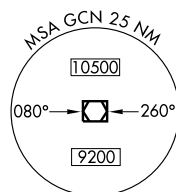
TAKE-OFF RUNWAY 3: NA.

TAKE-OFF RUNWAY 21: Climb heading 207° to 7000', then turn left heading 175° to intercept GCN R-196 to BISOP INT. Expect filed altitude 10 minutes after departure.

ILS or LOC/DME RWY 3  
GRAND CANYON NATIONAL PARK (GCN)

MALS

**MISSED APPROACH:** Climb to 10000 direct GCN  
VOR/DME and hold.

UNICOM  
122.95

## DME REQUIRED

## One Minute Holding Pattern

CARMS  
GCN 12

10000  
▲

GCN

9000 .

GS 3.0  
TCH 5'

CATEGORY

---

*A*

S-LOC 3

69

CIRCLING

/

Orig-B 07242

## GRAND CANYON NATIONAL PARK (GCN)

35°57'N-112°09'W

ILS or LOC/DME RWY 3

ELEV 6609

TDZE  
6556

027° 5 NM  
from FAF

REIL Rwy 21  
MIRL Rwy 3-21 **L**

Knots

60

9

--	--

0	
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50

Min:Sec

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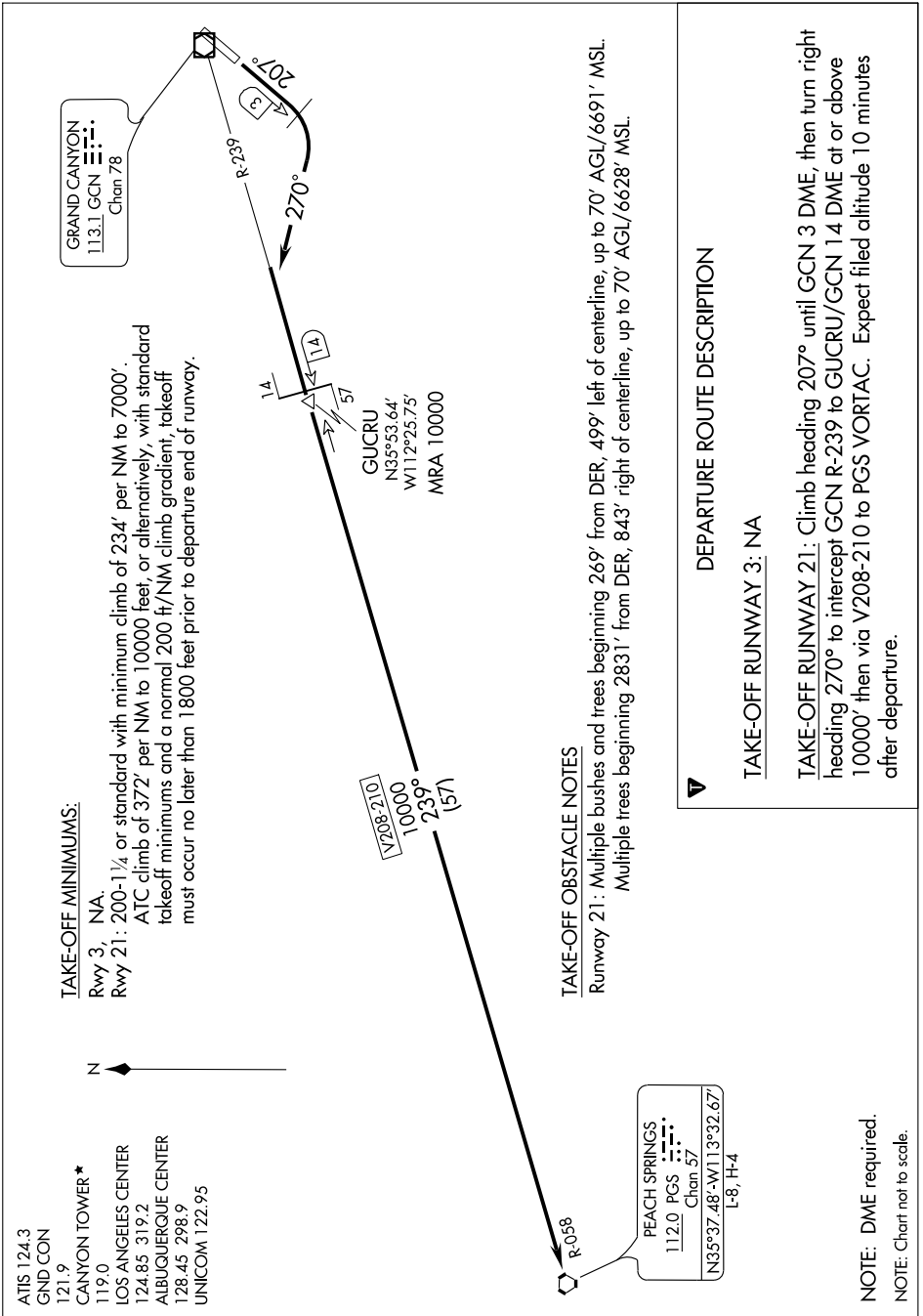
[illegible]

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SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4. 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010



SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	<b>8999</b>
<b>027°</b>	TDZE	<b>6556</b>
	Apt Elev	<b>6609</b>

# RNAV (GPS) RWY 3

## GRAND CANYON NATIONAL PARK (GCN)

<p><b>GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.</b></p> <p><b>Baro-VNAV NA below -28°C (-18°F).</b></p> <p><b>Inoperative table does not apply to LNAV Cat C.</b></p>	<p><b>MALS</b></p> <p></p>	<p><b>MISSED APPROACH:</b> Climb to 10000 direct GCN VOR/DME and hold.</p>
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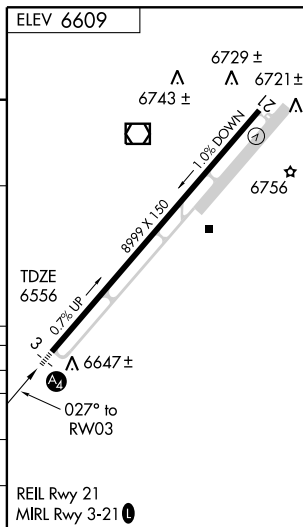
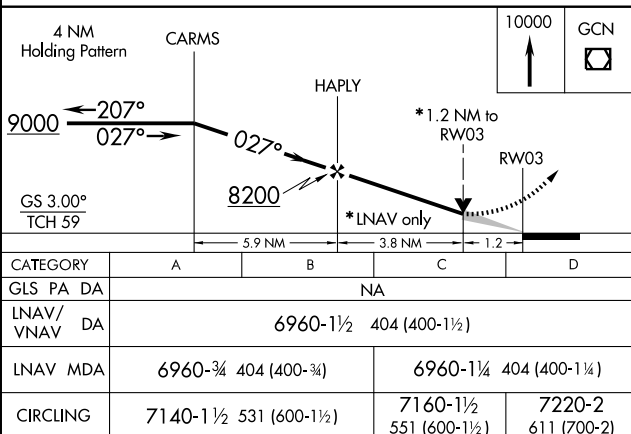
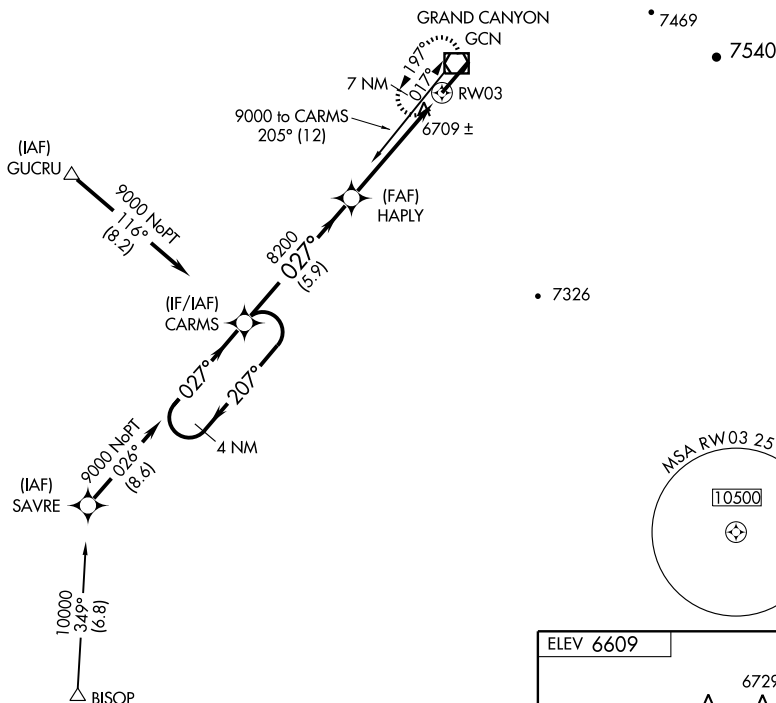
ATIS  
**124.3**

LOS ANGELES CENTER  
**124.85 319.2**

CANYON TOWER\*  
**119.0 (CTAF)**

GND CON  
**121.9**

UNICOM  
**122.95**



VOR/DME GCN  
**113.1**  
Chan **78**

APP CRS  
**016°**

Rwy Idg **8999**  
TDZE **6556**  
Apt Elev **6609**

**VOR RWY 3**  
GRAND CANYON NATIONAL PARK (GCN)



Inoperative table does not apply to S-3 Cat C.

MALS



MISSED APPROACH: Climb to 8800 in GCN VOR/DME holding pattern.

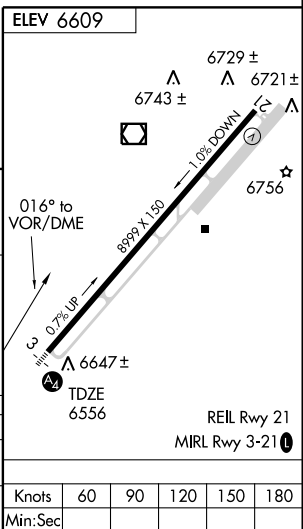
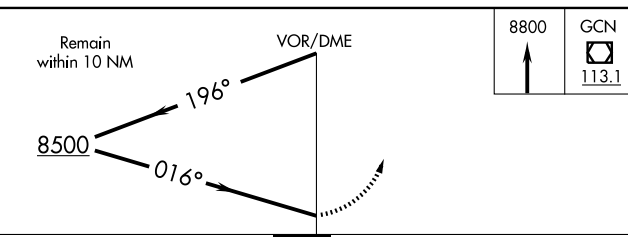
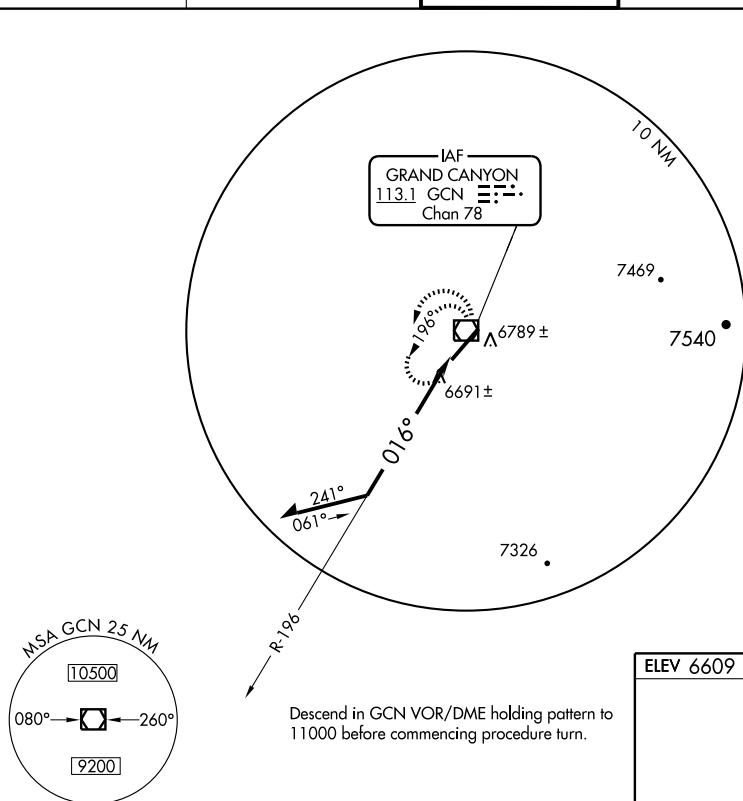
ATIS  
**124.3**

LOS ANGELES CENTER  
**124.85 319.2**

CANYON TOWER ★  
**119.0 (CTAF) 0**

GND CON  
**121.9**

UNICOM  
**122.95**



CATEGORY	A	B	C	D
S-3	7100-¾ 544 (600-¾)		7100-1½ 544 (600-1½)	7100-1¾ 544 (600-1¾)
CIRCLING	7140-1 531 (600-1)		7160-1½ 551 (600-1½)	7220-2 611 (700-2)

Knots	60	90	120	150	180
Min:Sec					

**KEARNY** (E67) 1 S UTC-7 N33°02.83' W110°54.54'

1833 S4 **FUEL** 100LL OX 2 NOTAM FILE PRC

**RWY 08-26:** H3400X60 (CONC) S-12.5

**RWY 08:** Thld dsplcd 195'. Tree.

**RWY 26:** Thld dsplcd 200'. Tree.

**AIRPORT REMARKS:** Unattended. 100LL avbl for emerg only. Birds, wildlife, military ops invof arpt. No lighting on arpt, night ops not recommended. Expect turbulence on Rwy 26 apch with wind from N and on dep Rwy 26. Fence 270' L/R off Rwy 26 end. Calm wind use Rwy 08, rapidly rising terrain all quadrants except SE quadrant. Fence 240' L/R off Rwy 08 end. Ditch both sides Rwy 08 end, 60' L/R of centerline with 6' drops. For noise abatement avoid schools and homes. Contact FBO 520-363-5175. Medical helicopter base 1 NM NW.

**COMMUNICATIONS:** CTAF/UNICOM 122.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IWA.

**WILLIE (L) VORTACW** 113.3 IWA Chan 80 N33°18.19' W111°39.09' 099° 40.4 NM to fld.

1370/13E. **HIWAS**

**PHOENIX**

**L-5C**

**KINGMAN** (IGM) 8 NE UTC-7 N35°15.57' W113°56.28'

3449 B S4 **FUEL** 100LL, JET A, TPA-4249(800) Class III, ARFF Index A.

NOTAM FILE IGM

**RWY 03-21:** H6827X150 (ASPH) S-45, D-85, 2S-108, 2D-125, 2D/2D2-265 MIRL

**RWY 03:** REIL.PAPI(P4L)—GA 3.0°.

**RWY 21:** REIL. PAPI(P4L)—GA 3.0°.

**RWY 17-35:** H6725X75 (ASPH) S-22, D-60 MIRL 1.3% up S

**RWY 17:** PAPI(P2L)—GA 3.0° TCH 38'.

**RWY 35:** PAPI(P2L)—GA 3.0° TCH 48'.

**AIRPORT REMARKS:** Attended Mon-Fri 1500-0000Z. Parachute Jumping.

Scheduled air carrier ops with more than 9 passenger seats are

not authorized in excess of 15 min before or 15 min after

scheduled arrival or departure times without prior coordination

with arpt management. Call arpt manager 928-757-2134.

Ultralight and model airplane activity SW of arpt. Rwy 21 calm

wind rwy. ACTIVATE MIRL Rwy 03-21 and Rwy 17-35, PAPI Rwy 03

and Rwy 21, REIL Rwy 03 and Rwy 21 and twy lights—CTAF. MIRL

Rwy 17-35 preset low ints only.

**WEATHER DATA SOURCES:** ASOS 119.275 (928) 692-8104.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RCO** 122.1R 108.8T (PRESCOTT RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IGM.

**(L) VOR/DME** 108.8 IGM Chan 25 N35°15.63'

W113°56.05' at fld. 3410/15E.

**VOR/DME** unusable:

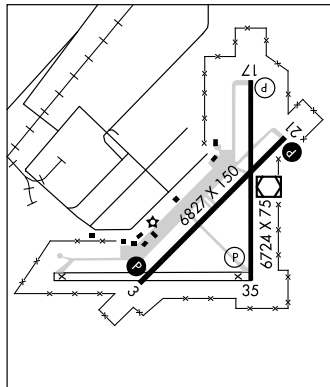
030°-120° byd 20 NM blo 10,500'

120°-190° byd 15 NM blo 17,500'

**PHOENIX**

**H-4J, L-8F**

**IAP**



190°-240° byd 30 NM blo 7,500'

240°-315° byd 30 NM blo 17,500'



WAAS CH <b>86312</b> <b>W03A</b>	APP CRS <b>033°</b>	Rwy Idg TDZE <b>3412</b> Apt Elev <b>3449</b>
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# RNAV (GPS) RWY 3

KINGMAN (IGM)

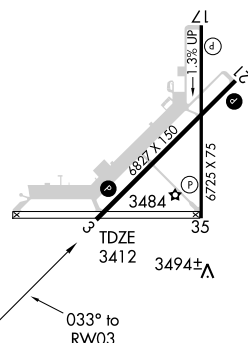
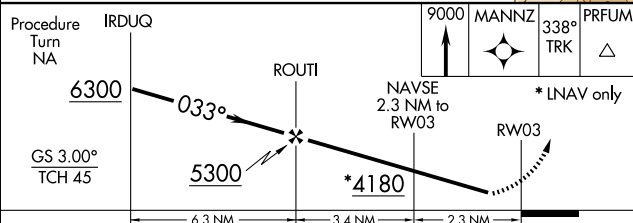
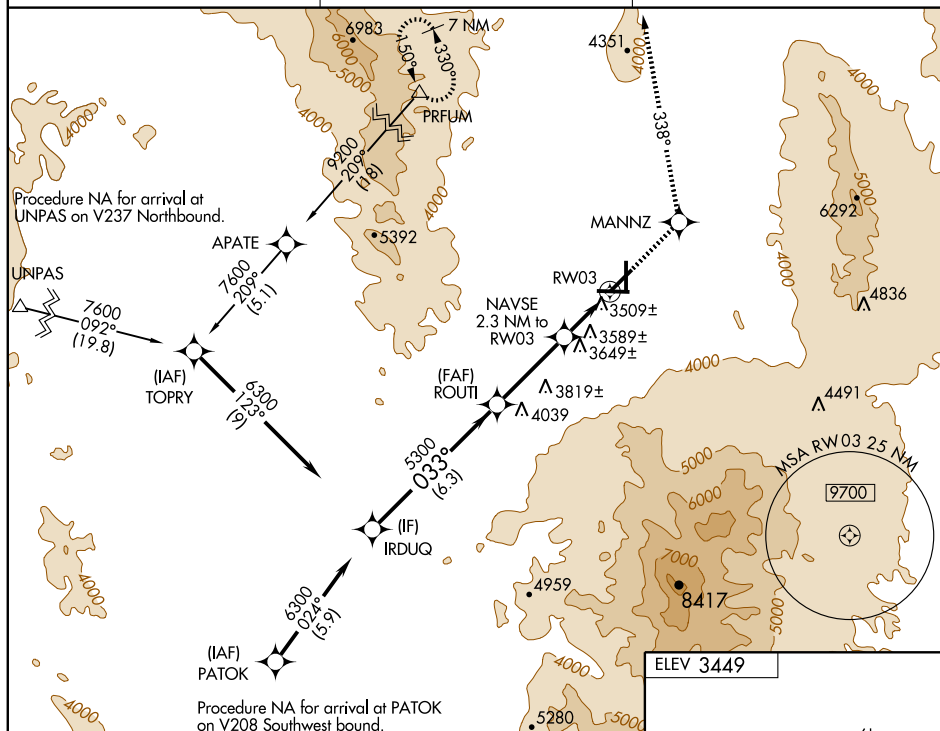
**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA.  
**▲** Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 9000 direct MANNZ and via track 338° to PRFUM and hold, continue climb-in-hold to 9000.

ASOS  
**119.275**

PRESCOTT RADIO  
**122.1R**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
LPV DA		3713-1	301 (400-1)	
LNAV/VNAV DA		3952-2	540 (600-2)	
LNAV MDA	3840-1	428 (500-1)	3840-1½ 428 (500-1½)	3840-1½ 428 (500-1½)
CIRCLING	3980-1 531 (600-1)	4020-1 571 (600-1)	4020-1½ 571 (600-1½)	4140-2¼ 691 (700-2¼)

REIL Rwy 3 and 21  
MIRL Rwy 3-21 and 17-35

APP CRS **198°**  
 Rwy ldg **6827**  
 TDZE **3403**  
 Apt Elev **3449**

# RNAV (GPS) Y RWY 21

KINGMAN (IGM)

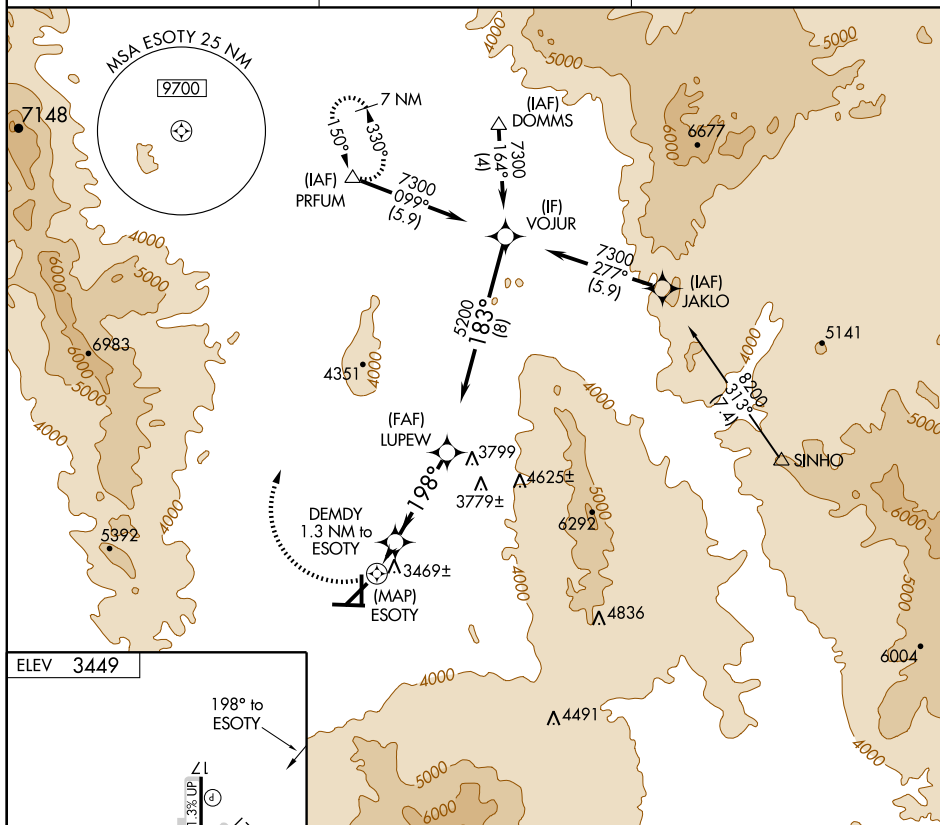
▼ DME/DME RNP-0.3 NA.  
 ▲ Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 9000 direct PRFUM and hold, continue climb-in-hold to 9000.

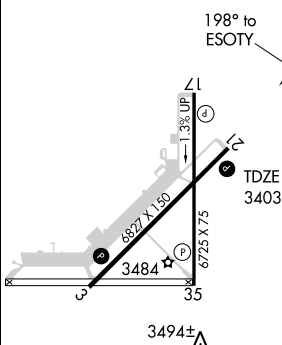
ASOS  
**119.275**

PRESCOTT RADIO  
**122.1R**

UNICOM  
**122.8 (CTAF) ①**



ELEV **3449**



REIL Rwy 3 and 21 ①  
 MRL Rwy 3-21 and 17-35 ①

KINGMAN, ARIZONA  
 Orig 09183

35°16'N-113°56'W

KINGMAN (IGM)  
**RNAV (GPS) Y RWY 21**

9000		PRFUM		VOJUR	
		△			
ESOTY		DEMDY 1.3 NM to ESOTY		LUPEW	
		3.03° TCH 45		7300	
		198°		183°	
		4000		5200	
				Procedure Turn NA	
0.5		1.3 NM		3.7 NM	
				8 NM	
CATEGORY	A	B	C	D	
LNAV MDA	3820-1	417 (500-1)	3820-1¼	417 (500-1¼)	
CIRCLING	3980-1 531 (600-1)	4020-1 571 (600-1)	4020-1½ 571 (600-1½)	4140-2¼ 691 (700-2¼)	

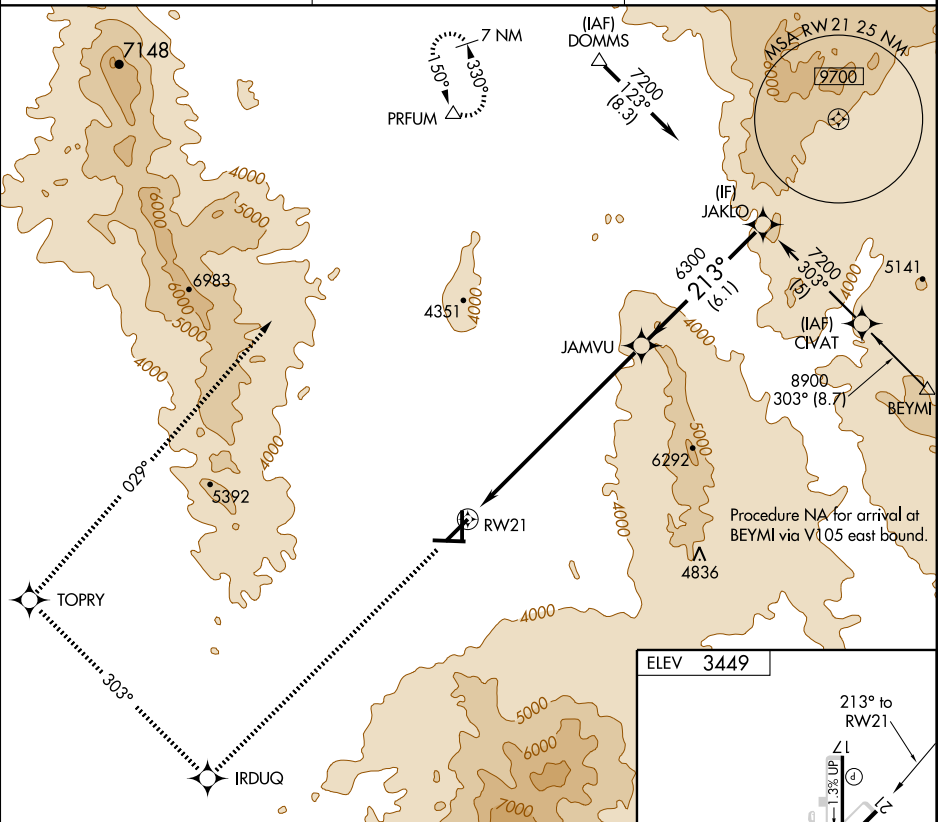
WAAS CH <b>70612</b> <b>W21A</b>	APP CRS <b>213°</b>	Rwy Idg TDZE Apt Elev <b>6827</b> <b>3403</b> <b>3449</b>
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# RNAV (GPS) Z RWY 21

KINGMAN (IGM)

DME/DME RNP-0.3 NA. NA Visibility reduction by helicopters NA.	MISSED APPROACH: Climb to 9000 direct IRDUQ and via track 303° to TOPRY and via track 029° to PRFUM and hold.
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ASOS <b>119.275</b>	PRESCOTT RADIO <b>122.1R</b>	UNICOM <b>122.8 (CTAF)</b>
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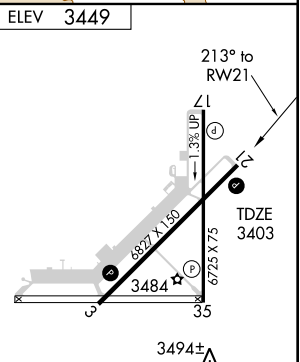
9000	IRDUQ	tr 303°	TOPRY	tr 029°	PRFUM	Procedure Turn Turn NA

CATEGORY	A	B	C	D	
LPV	DA	3653-1 250 (300-1)			

REIL Rwy 3 and 21   
 MIRL Rwy 3-21 and 17-35



REIL Rwy 3 and 21

MIRL Rwy 3-21 and 17-35

VOR/DME IGM <b>108.8</b> Chan 25	APP CRS <b>190°</b>	Rwy Idg TDZE Apt Elev <b>6827</b> <b>3403</b> <b>3449</b>
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# VOR/DME RWY 21

KINGMAN (IGM)

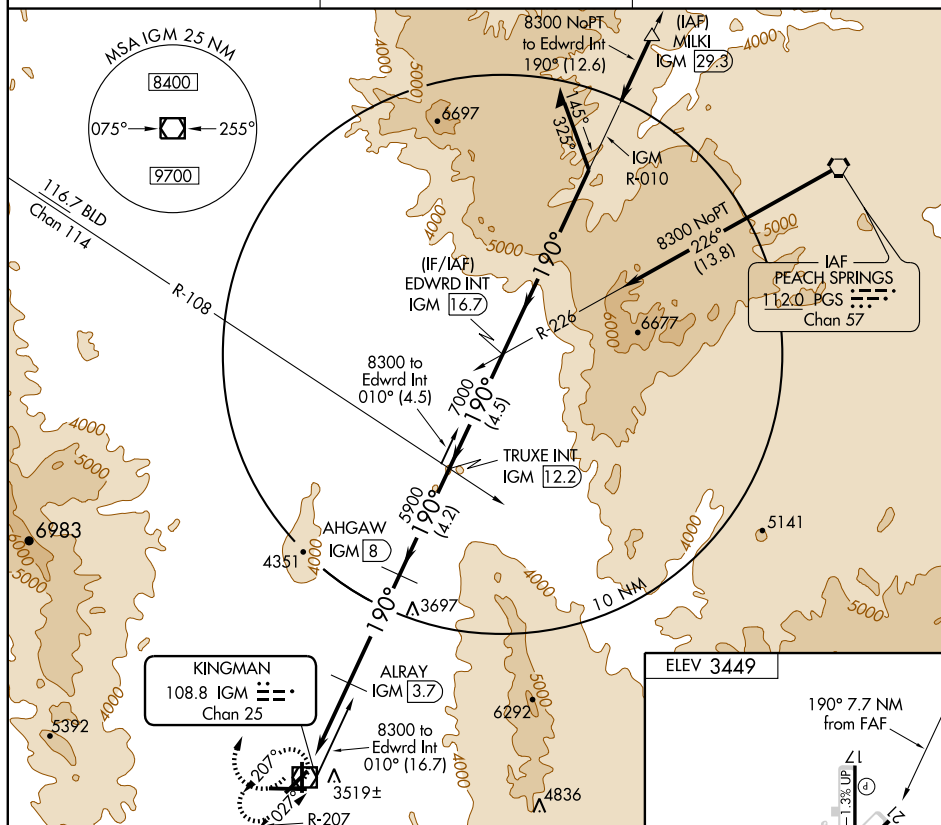
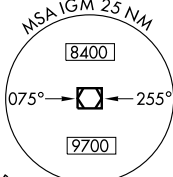
**V**  
**A** Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 6000 via IGM VOR/DME R-208 then climbing right turn to 9000 direct IGM VOR/DME and hold.

ASOS  
**119.275**

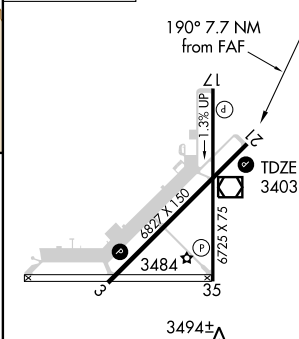
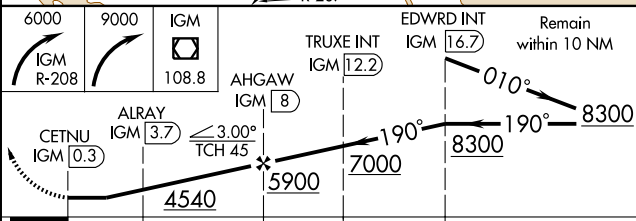
PRESCOTT RADIO  
**122.1R**

UNICOM  
**122.8 (CTAF) 0**



KINGMAN  
108.8 IGM  
Chan 25

ELEV 3449

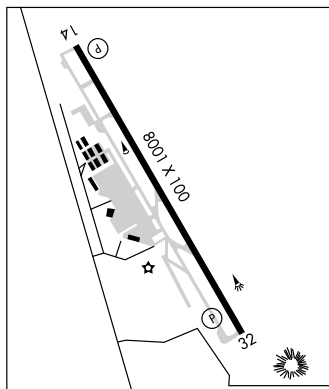


CATEGORY	A	B	C	D
S-21	3880-1	477 (500-1)	3880-1¼ 477 (500-1¼)	3880-1½ 477 (500-1½)
CIRCLING	3980-1 531 (600-1)	4020-1 571 (600-1)	4020-1½ 571 (600-1½)	4140-2¼ 691 (700-2¼)

MIRL Rwy 3-21 and 17-35  
REIL Rwy 3 and 21

**LAGUNA AAF** (YUMA PROVING GROUND) (LGF) A 12 NE UTC-7 N32°51.60' W114°23.80' **PHOENIX**  
 433 B TPA—See Remarks NOTAM FILE LGF Not insp. H-4J, L-5A  
**RWY 18-36:** H6118X150 (ASPH) PCN 56 F/B/W/T MIRL 0.8% up N **DIAP, AD**  
**RWY 18:** PAPI(P2L)—GA 3.0° TCH 37'. **RWY 36:** PAPI(P2L)—GA 3.0° TCH 46'. Rgt tfc.  
**RWY 06-24:** H6000X100 (ASPH) PCN 68 F/B/W/T 1.0% up NE  
**RWY 06:** Rgt tfc.  
**MILITARY SURFACE:** LGT ACTIVATE MIRL and PAPI Rwy 18-36—121.8 JASU 1(MD-3) 1(59B2-1B) **FUEL** J8, 100LL,  
 Petrol, Oils and Lubricants avbl Mon-Fri 1430-0000Z; clsd holidays. Petrol, oils and lubricants avbl with 24 hr  
 PPR for tran acft. Contract fuel—AVCARD only. **TRAN ALERT** Limited maintenance svc avbl.  
**MILITARY REMARKS:** Opr Mon-Fri 1300-0000Z, CLOSED holidays. **RSTD** Restricted area 4 NM E of airfield. Official  
 business only. Overflight of housing area 3 NM SW of airfield is prohibited. 24 hr PPR for tran acft, telephone  
 DSN 899-2241, C928-328-2241/2014. C-130 and larger acft are prohibited from making U-turns on rwy  
 unless rqr for emergency or congestion and must be approved by Base OPS. No ops permitted when afld clsd.  
**CAUTION** Intense opr on Cibola Range 1 NM N of airfield. Intense parachute drop opr vicinity 5 NM of airfield year  
 round. Wildlife hazard, wild horses and burrow may be on airfield, use extreme caution during night opr. **TFC PAT**  
 TPA—1911(1478) fixed wing, 1111(678) rotary wing. **MISC** Late arrival ctc Base Ops DSN 899-2014/2241,  
 C928-328-2014/2241, and after duty hours call C928-920-1928. Rental car avbl thru Base OPS.  
**WEATHER DATA SOURCES:** AWOS-3 128.225 (928) 328-5238.  
**COMMUNICATIONS:** CTAF 126.2 242.175  
**YUMA APP CON** 124.7 374.8 **YUMA DEP CON** 125.55 281.0  
**GND CON** 121.8 229.4  
**RANGE** 119.0 248.4 (Airfield advisory 126.2 242.175)  
**YUMA RCO** 122.2 (PRESCOTT RADIO)  
**YUMA RCO** 122.6 (SAN DIEGO RADIO)  
**AFLD ADVISORY** 126.2 242.175  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE SAN.  
**BARD (H) VORTAC** 116.8 BZA Chan 115 N32°46.09' W114°36.17' 048° 11.8 NM to fld. 130/14E.

**LAKE HAVASU CITY** (HII) 6 N UTC-7 N34°34.27' W114°21.50' **PHOENIX**  
 783 B S4 **FUEL** 100LL, JET A OX 2, 4 TPA—See Remarks ARFF Index—See Remarks H-4J, L-7E  
 NOTAM FILE PRC IAP  
**RWY 14-32:** H8001X100 (ASPH) S-100 MIRL 0.4% up SE  
**RWY 14:** REIL. PAPI(P4L)—GA 3.0° TCH 35'. Rgt tfc.  
**RWY 32:** REIL. PAPI(P4L)—GA 3.0° TCH 35'. Hiii.  
**AIRPORT REMARKS:** Attended 1500-0000Z. Power lines/towers and  
 high terrain N/NE of arpt. Ultralight acft ops invov arpt from  
 surface to 5000'. Class III, ARFF Index A. ARFF Index B avbl with  
 PPR, ctc arpt manager (928) 764-3330, Mon-Fri 1500-0000Z.  
 UNICOM attended daily 1400-0100Z. Scheduled air carrier ops  
 involving acft with more than 9 passenger seats are not  
 authorized in excess of 15 min before or 15 min after scheduled  
 arrival or departure times without prior coordination with arpt  
 management, and confirmation that ARFF svcs are avbl prior to ldg  
 or tkf. Rwy 32 designated calm wind rwy. TPA 1803 (1020) light  
 acft, 2303 (1520) high performance acft. Noise  
 abatement—straight-in straight-out apch/dep prohibited. Enter  
 pattern using 45° entry to downwind. Do not overfly residential  
 communities S/SW of arpt. ACTIVATE MIRL Rwy 14-32—CTAF.  
**WEATHER DATA SOURCES:** AWOS-3 119.025 (928) 764-2317.  
**COMMUNICATIONS:** CTAF/UNICOM 122.7  
**L.A. CENTER APP/DEP CON** 134.65  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE EED.  
**NEEDLES (H) VORTAC** 115.2 EED Chan 99 N34°45.96' W114°28.45' 139° 13.0 NM to fld. 620/15E. **HIWAS.**



**LAUGHLIN/BULLHEAD INTL** (See BULLHEAD CITY)

**LIBBY** N31°35.38' W110°21.30' NOTAM FILE FHU. **PHOENIX**  
 (T) **VOR** 113.6 FHU at Sierra Vista Muni—Libby AAF. Unmonitored when twr clsd. H-4K, L-5C  
 No NOTAM MP 2<sup>nd</sup> Tue of month 1500-1900Z. Unusable: 110°-225° bvd 15 NM.

WAAS CH <b>49110</b> <b>W32A</b>	APP CRS <b>317°</b>	Rwy Idg TDZE Apt Elev	<b>8001</b> <b>783</b> <b>783</b>
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## RNAV (GPS) RWY 32

LAKE HAVASU CITY (HII)

**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Needles altimeter setting and increase all DA/MDA 80 feet and all visibilities ½ mile. VDP NA when using Needles altimeter setting. Circling NA northeast of Rwy 14-32.

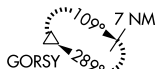
**MISSED APPROACH:** Climb to 6300 direct JADUV and via 307° track to GORSY and hold, continue climb-in-hold to 6300.

AWOS-3  
**119.025 364**

LOS ANGELES CENTER  
**134.65 314.2**

UNICOM  
**122.7 (CTAF) 0**

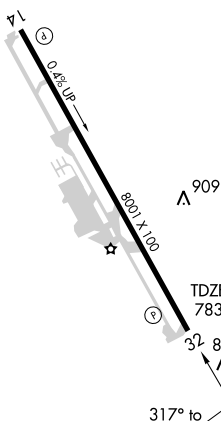
MISSED APCH FIX



MSA RW32 2.5 NM

8300

ELEV 783



REIL Rwy 14 and 32

MIRL Rwy 14-32 0

LAKE HAVASU CITY, ARIZONA

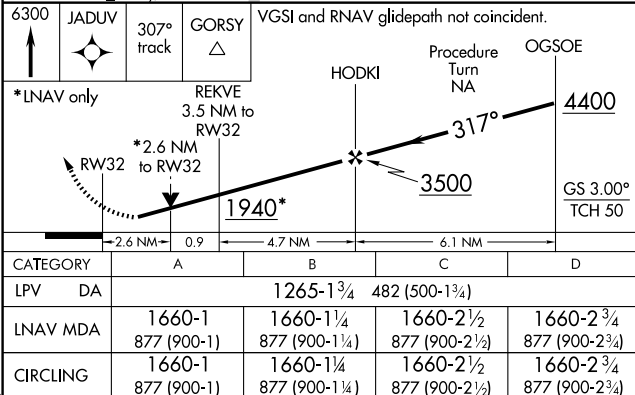
Orig 09015

34°34'N-114°21'W

LAKE HAVASU CITY (HII)

RNAV (GPS) RWY 32

SW-4, 21 OCT 2010 to 18 NOV 2010



VORTAC EED <b>115.2</b> Chan <b>99</b>	APP CRS <b>139°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>783</b>
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# VOR/DME or GPS-A

LAKE HAVASU CITY (HII)



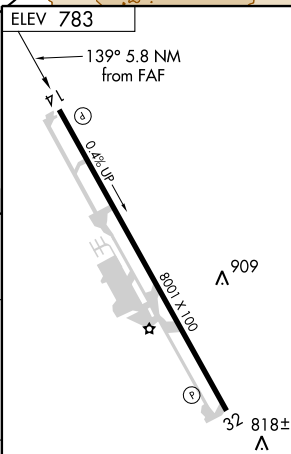
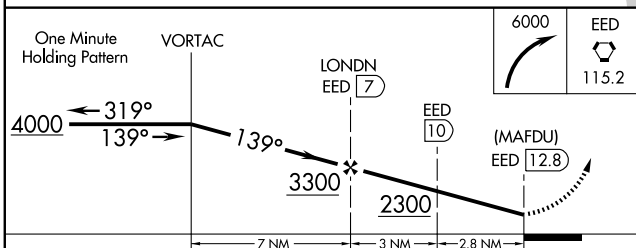
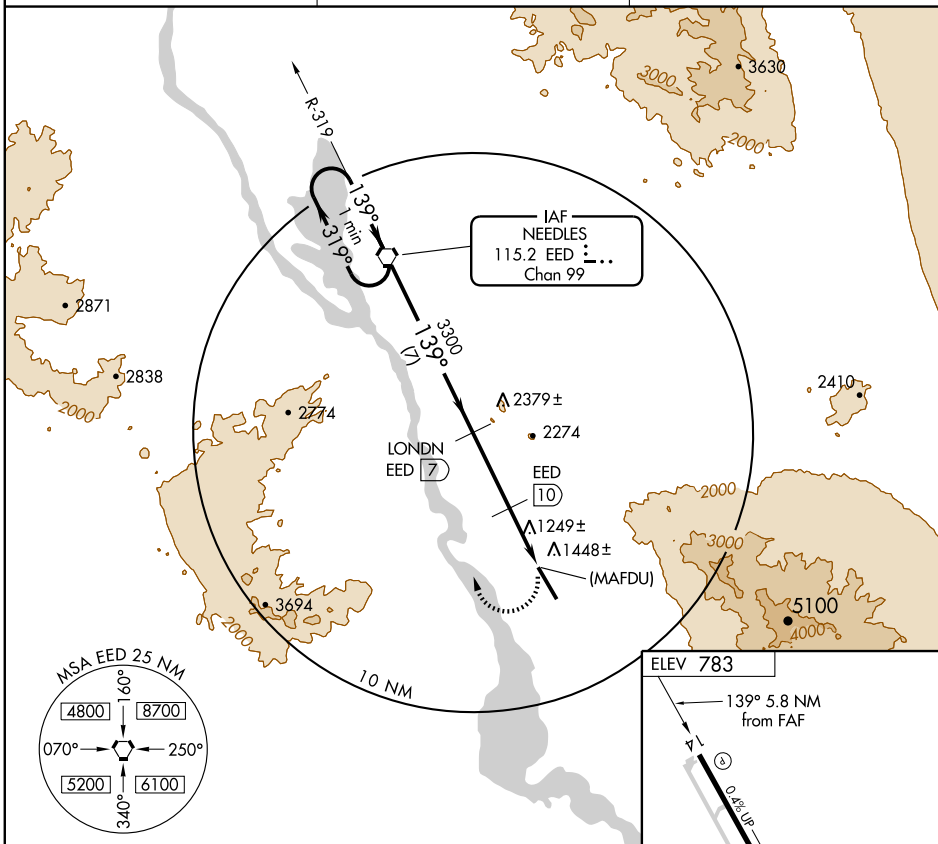
Circling not authorized northeast of Rwy 14-32.

MISSED APPROACH: Climbing right turn to 6000 direct EED VORTAC and hold.

AWOS-3  
**119.025 364**

LOS ANGELES CENTER  
**134.65 314.2**

UNICOM  
**122.7 (CTAF) 0**



CATEGORY	A	B	C	D
CIRCLING	1800-1¼ 1017 (1100-1¼)	1800-1½ 1017 (1100-1½)	1800-3 1017 (1100-3)	

REIL Rwy 14 and 32  
MRL Rwy 14-32 0

## AIRPORT DIAGRAM

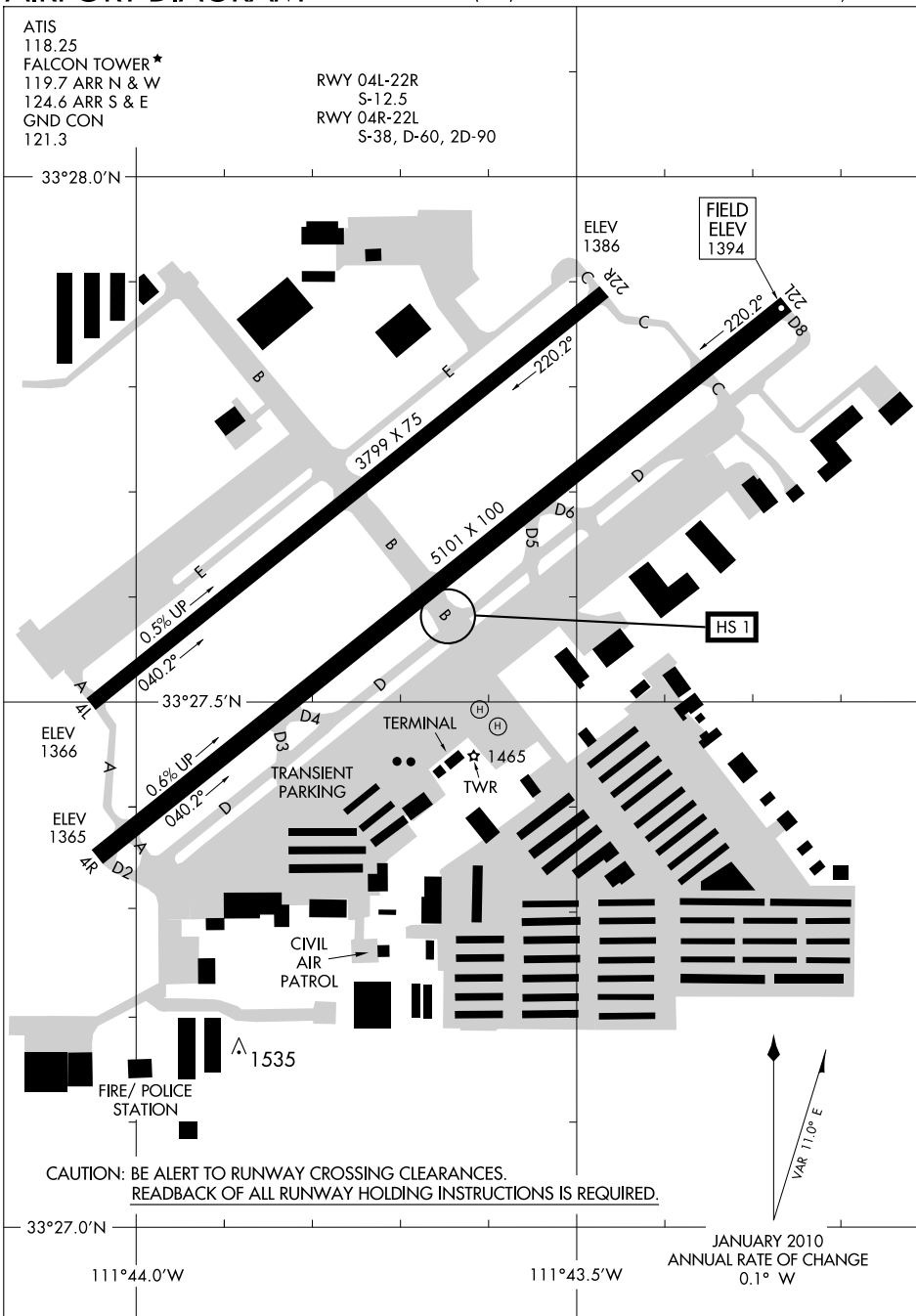
AL-6647 (FAA)

MESA/ FALCON FIELD (F'F'Z)  
MESA, ARIZONA

ATIS  
118.25  
FALCON TOWER★  
119.7 ARR N & W  
124.6 ARR S & E  
GND CON  
121.3

RWY 04L-22R  
S-12.5  
RWY 04R-22L  
S-38, D-60, 2D-90

SW-4, 21 OCT 2010 to 18 NOV 2010



SW-4, 21 OCT 2010 to 18 NOV 2010

## AIRPORT DIAGRAM

MESA, ARIZONA  
MESA/ FALCON FIELD (F'F'Z)



## MESA

**FALCON FLD** (FFZ) 5 NE UTC-7 N33°27.65' W111°43.70'

PHOENIX

1394 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks NOTAM FILE FFZ

H-4J, L-5B, A

RWY 04R-22L: H5101X100 (ASPH) S-38, D-60, 2D-90 MIRL 0.6% up NE

IAP, AD

RWY 04R: REIL. PAPI(P2L)—GA 3.0°. Road.

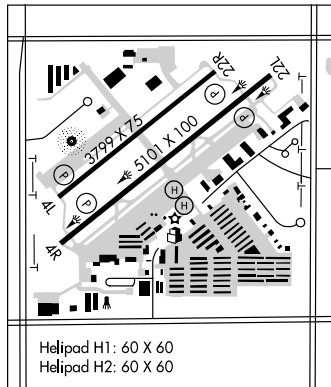
RWY 22L: REIL. PAPI(P2L)—GA 4.0°. Tree. Rgt tfc.

RWY 04L-22R: H3799X75 (ASPH) S-12.5 MIRL 0.5% up NE

RWY 04L: PAPI(P2L)—GA 3.0°. Pole.

RWY 22R: PAPI(P2L)—GA 4.0°. Road. Rgt tfc.

**AIRPORT REMARKS:** Attended continuously. For svc ctc FBO on 122.950 (480-832-2582) or 129.025 (480-641-5000) or (480-891-8300). Rwy 04L-22R clsd when twr clsd. Coyotes invov rws and twys. Turbulent conditions may be encountered blo 500' AGL near gnd test site 1.5 miles north of arpt. Rising terrain NE of arpt. Extensive fixed wing and rotorcraft flight training activity. Do not mistake Boeing heliport 1 mile north for a rwy. TPA-2400 (1006) for light acft, 2900 (1506) for large and turbine-powered acft, 1900 (506) for rotorcraft. Rwy 04R and Rwy 04L are the preferred rws when wind conditions are less than 5 knots. Repetitive training ops use Rwy 04L-22R whenever possible. Avoid repetitive training ops 0500-1230Z. Terminal apron area limited to 30,000 pounds gross weight single wheel or 50,000 pounds gross weight dual wheel by arpt director. Voluntary noise abatement procedures in effect. For noise abatement procedures call 480-644-2444. Noise sensitive areas all quadrants. When twr clsd MIRL Rwy 04R-22L and twy lgtS preset low ints, to increase ints ACTIVATE—CTAF. MIRL Rwy 04L-22R unavailable when twr clsd. For REIL Rwy 04R and Rwy 22L ctc twr.

**WEATHER DATA SOURCES:** LAWRS.**COMMUNICATIONS:** CTAF 124.6 ATIS 118.25 (480) 641-9378. UNICOM 122.95

⑦ PHOENIX APP/DEP CON 120.7

TOWER 119.7 (Arr N and W, Dep Rwy 04L-22R) 124.6 (Arr S and E, Dep 04R-22L)

(1300-0400Z) GND CON 121.3

**AIRSPACE:** CLASS D svc 1300-0400Z other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE PRC.

PHOENIX (H) VORTACW 115.6 PXR Chan 103 N33°25.98' W111°58.21' 070° 12.3 NM to fld.

1182/12E. HIWAS.

NDB (MHW) 281 FFZ N33°27.71' W111°43.99' at fld. Unusable 315°-110° byd 20 NM blo 8,700'.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not available at twr.

HELIPAD H1: H60X60 (ASPH) S-30

HELIPAD H2: H60X60 (ASPH) S-30

**HELIPORT REMARKS:** Gross weight pavement strength 10,000 pounds.**MINGUS MOUNTAIN** N34°42.13' W112°07.03'

PHOENIX

RCO 122.3 (PRESCOTT RADIO)

H-4J, L-8F

**MOUNT LEMMON** N32°24.50' W110°43.46'

PHOENIX

RCO 122.4 (PRESCOTT RADIO)

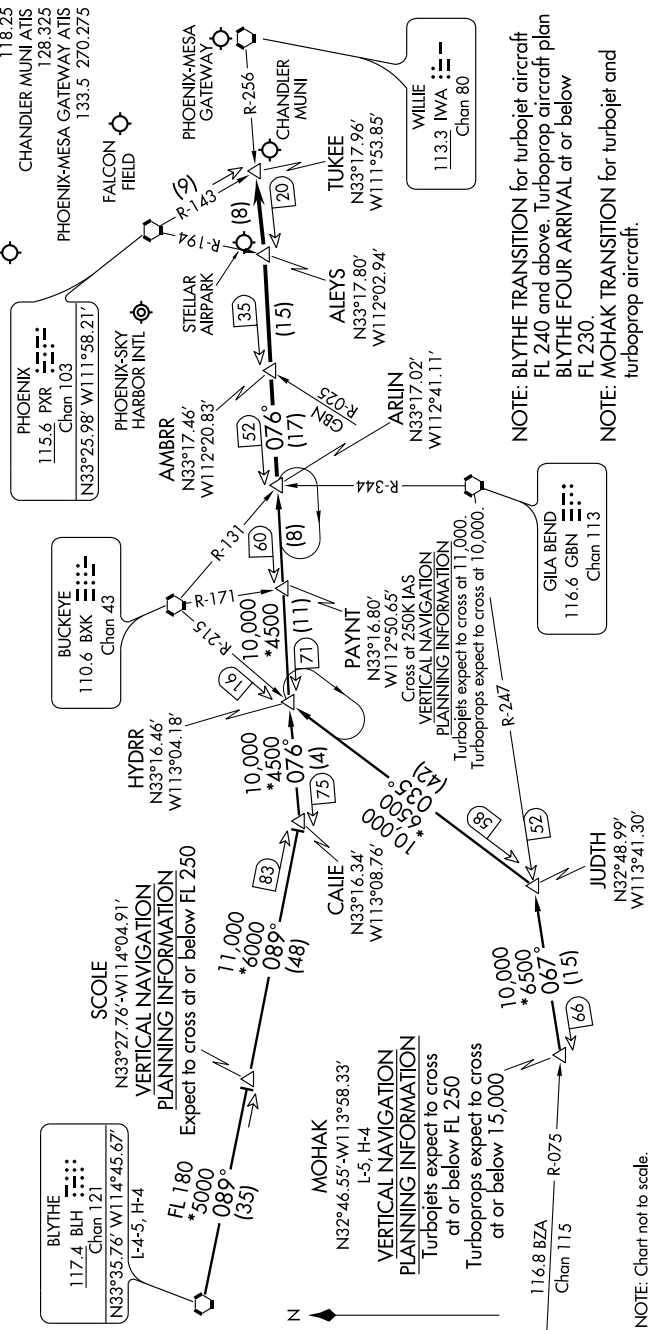
L-5C

ARLIN INT. Thence....  
MOHAK TRANSITION (MOHAK.ARLIN3): From over MOHAK INT via GBN R-247 and BXX R-215 to HYDRR INT, then via IWA R-256 to ARLIN INT. Thence....

From over ARJUN INT:  
PHOENIX SKY HARBOR INTL: Rwy's 7L/R or 8: Expect vectors after ARJUN INT to find approach course; Rwy's 25L/R or 26: via IWA R-256 to TUKEE INT. Expect vectors prior to TUKEE INT to find approach course.

**SATELLITE AIRPORTS:** Expect vectors after passing TUKEE INT.

**LOST COMMUNICATIONS:** After ARLIN INT. via IWA R-256 and PXR R-143 to PXR VORTAC.



NOTE: Chart not to scale.

SW-4. 21 OCT 2010 to 18 NOV 2010

BLYTHE FOUR ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA

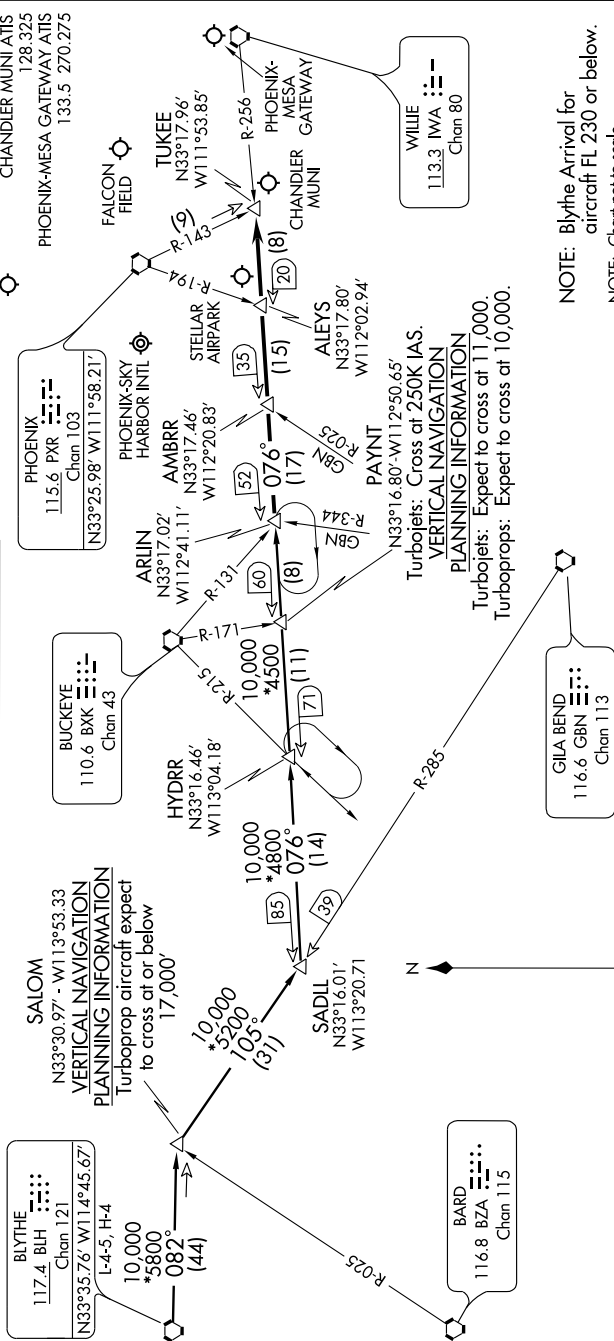
0101Z NOV 2010 12:00Z 12:00Z 12:00Z

**BLYTHE TRANSITION (BLH.BLH4):** From over BLH VORTAC via BLH R-082 to SALOM INT, then via GBN R-285 and IWA R-256 to ARLIN INT. Thence . . . . From over ARLIN INT:

**PHOENIX SKY HARBOR INTL:** Rwy 7L/R or 8: Expect radar vectors after passing ARLIN INT to final approach course; Rwy 25L/R or 26: via IWA R-256 to TUKEE INT, expect radar vectors prior to TUKEE INT to final approach course.

**ALL SATELLITE AIRPORTS:** Expect radar vectors after passing TUKEE INT.

**LOST COMMUNICATIONS:** After ARLIN INT, via IWA R-256 and PXR R-143 to PXR VORTAC.



BLYTHE FOUR ARRIVAL

PHOENIX, ARIZONA

SW-4, 21 OCT 2010 to 18 NOV 2010

## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

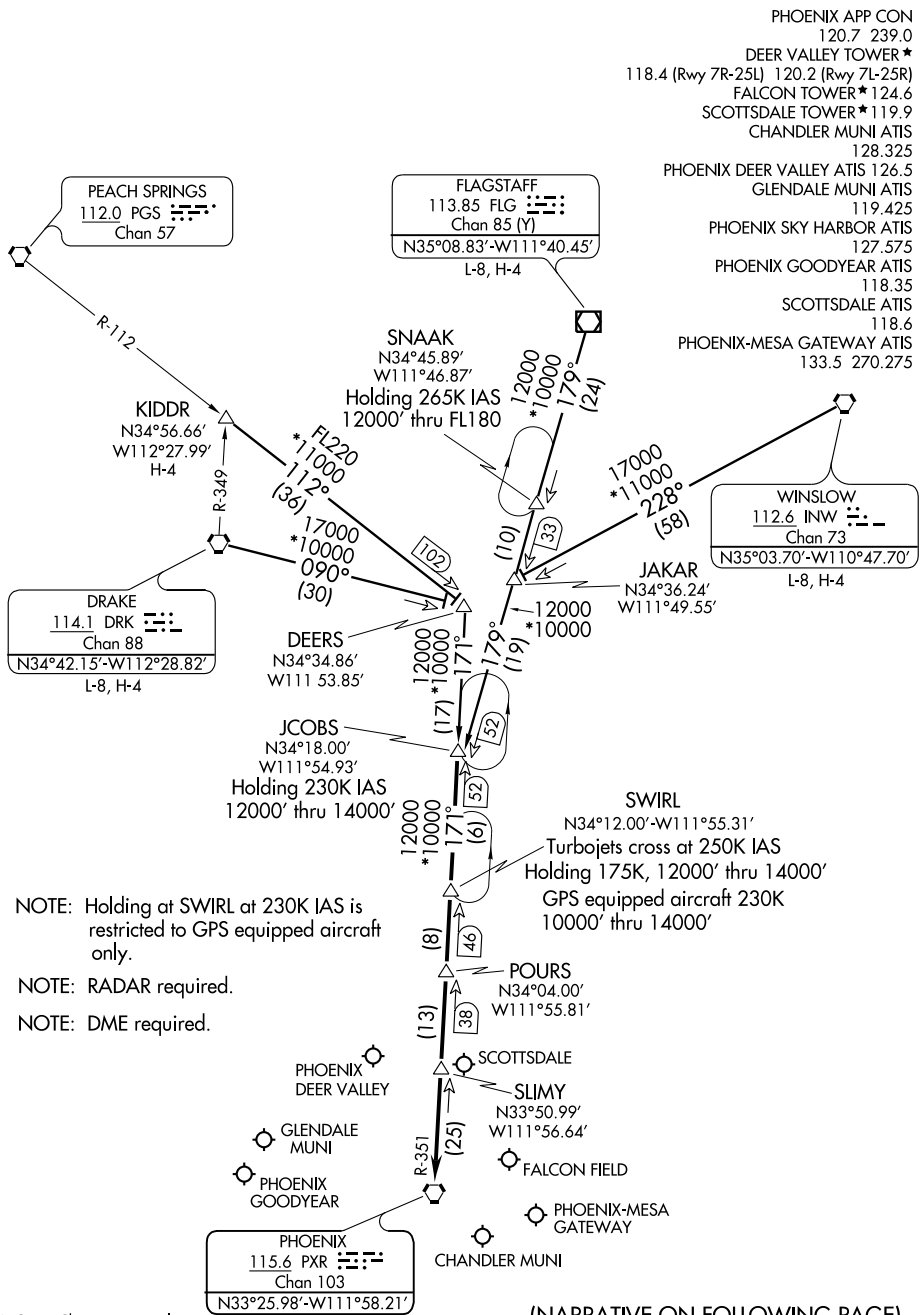
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
LAS VEGAS, NV		
McCARRAN INTL (LAS)	HS 1	Rwy 01R-19L, Twy S and the ramp.
	HS 2	Rwy 01R-19L and Rwy 01L-19R, Twy U.
	HS 3	Rwy 01R-19L and Rwy 01L-19R, Twy Y.
	HS 4	Rwy 07L and Rwy 01L, co-located rwy holding position markings.
	HS 5	Twy E.
LAS VEGAS, NV		
NORTH LAS VEGAS (VGT)	HS 1	Rwy 07, Twy G and Twy F.
	HS 2	Rwy 12R, Twy G.
	HS 3	Rwy 12R, Twy A and Twy B.
	HS 4	Rwy 12L, Twy A.
MESA, AZ		
FALCON FIELD (FFZ)	HS 1	Rwy 04R-22L, Twy B and Twy D
MINDEN, NV		
MINDEN-TAHOE (MEV)	HS 1	Complex int.
	HS 2	Frequent crossings for sailplane operations.
PHOENIX, AZ		
PHOENIX-MESA GATEWAY (IWA)	HS 1	Twy V, Twy B, and Twy K complex int.
PHOENIX, AZ		
PHOENIX SKY HARBOR INTL (PHX)	HS 1	Pilots sometimes mistake Twy F for Rwy 07L or Rwy 07R.
	HS 2	Pilots sometimes cross Rwy 07L-25R at Twy F8, Twy F9, or Twy F10, without authorization.
PROVO, UT		
PROVO MUNI (PVU)	HS 1	Twy A and Twy A3 close proximity to ramp and rws.
RENO, NV		
RENO/TAHOE INTL (RNO)	HS 1	Rwy 07-25, Twy A and Twy B.
	HS 2	Twy C and the ramp.
	HS 3	Rwy 16L, Twy C and Twy D.
SALT LAKE CITY, UT		
SALT LAKE CITY INTL (SLC)	HS 1	Hold line on apch end of Rwy 32 protects Rwy 35.
	HS 2	Confusing int. Twy K2 ramp in close proximity to Rwy 17-35.
	HS 3	Area not visible from control twr.
TUCSON, AZ		
RYAN FIELD (RYN)	HS 1	Rwy 33 and Rwy 06R, Twy B.
TUCSON, AZ		
TUCSON INTL (TUS)	HS 1	Twy A, Twy D and Twy A3, complex int.
	HS 2	Rwy 11L and Rwy 11R apch areas.
	HS 3	Rwy 29R and Rwy 29L.
	HS 4	Twy A5 and Twy A6 in close proximity of Rwy 11L-29R.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

(JCBS.JCBS2) 09351  
JCBS TWO ARRIVAL

ST-5651 (FAA)

SCOTTSDALE, ARIZONA



(NARRATIVE ON FOLLOWING PAGE)

## JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

## ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

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SW-4, 21 OCT 2010 to 18 NOV 2010

NDB FFZ <b>281</b>	APP CRS <b>124°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1394</b>
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NDB-A

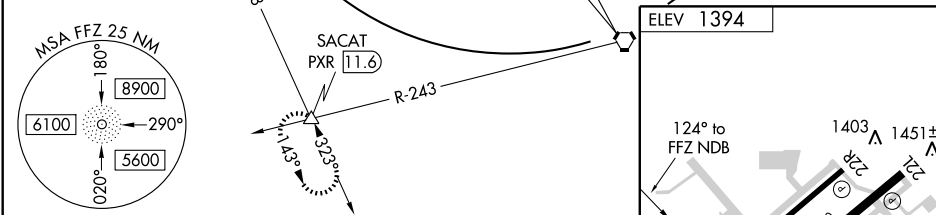
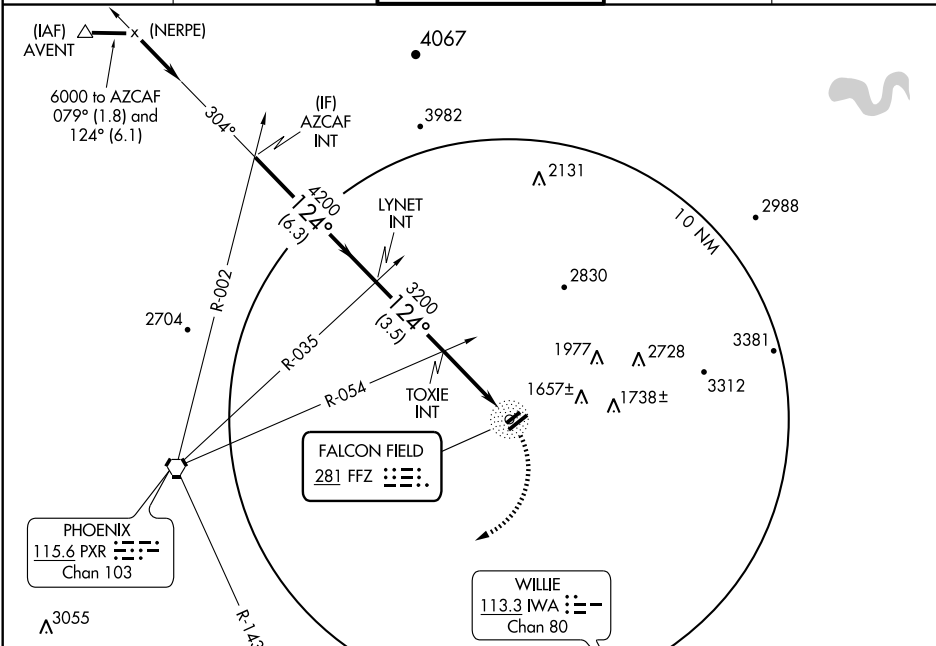
MESA/FALCON FIELD (FFZ)



When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing right turn to 5000 via heading 210° and PXR R-143 to SACAT INT/PXR 11.6 DME and hold. Continue climb-in-hold to 5000.

ATIS <b>118.25</b>	PHOENIX APP CON <b>120.7 239.0</b>	FALCON TOWER ★ <b>119.7</b> (N & W) <b>124.6</b> (S & E) (CTAF) <b>0</b>	GND CON <b>121.3</b>	UNICOM <b>122.95</b>
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Procedure Turn NA	6000	124°	4200	3200	NDB
	6.3 NM		3.5 NM	3.4 NM	
CATEGORY	A	B	C	D	
CIRCLING	1900-1 506 (600-1)		1900-1½ 506 (600-1½)	NA	

MESA, ARIZONA

Amdt 1 29JUL10

MESA/FALCON FIELD (FFZ)

33°28'N-111°44'W

NDB-A

SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS <b>122°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>1394</b>
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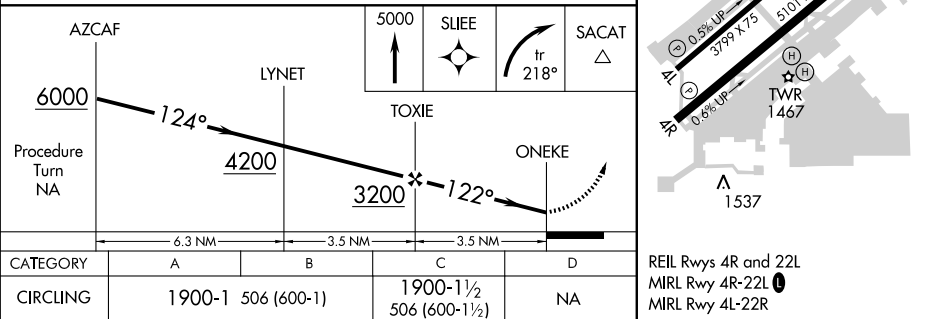
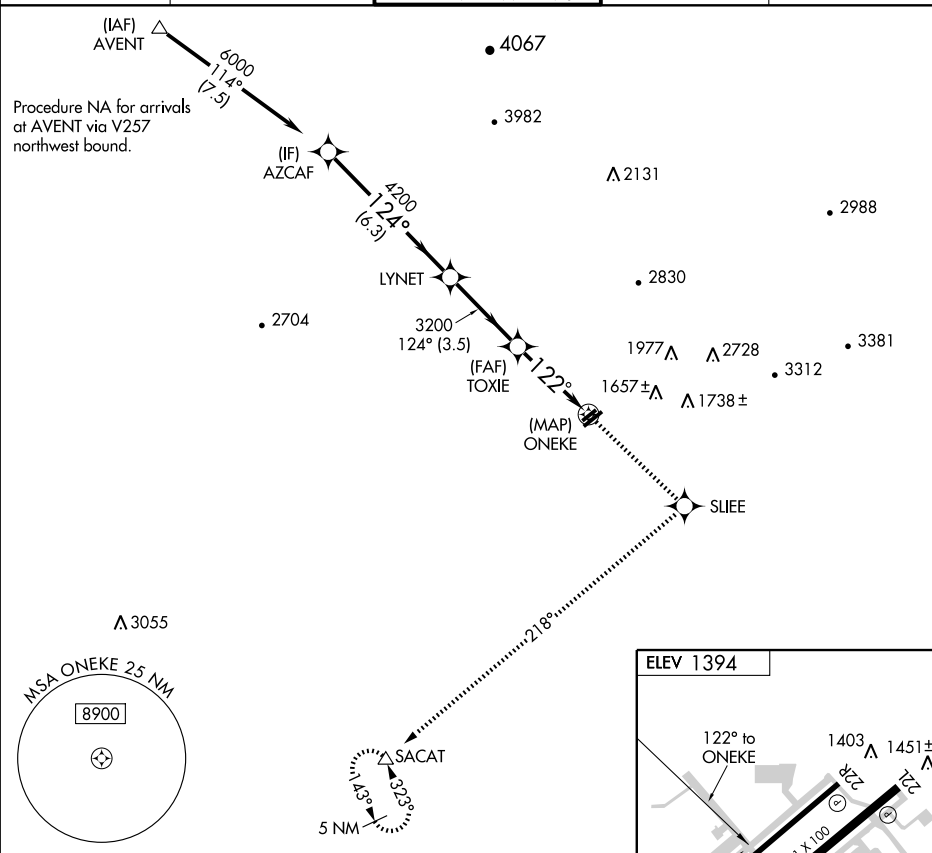
# RNAV (GPS)-B

MESA/FALCON FIELD (F'F'Z)

**▼** DME/DME RNP-0.3 NA.  
**▲** When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 5000 direct SLIEE and right turn on track 218° to SACAT and hold, continue climb-in-hold to 5000.

ATIS <b>118.25</b>	PHOENIX APP CON <b>120.7 239.0</b>	FALCON TOWER* <b>119.7 (N &amp; W)</b> <b>124.6 (S &amp; E) (CTAF) 0</b>	GND CON <b>121.3</b>	UNICOM <b>122.95</b>
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APP CRS	Rwy Idg	<b>3799</b>
<b>039°</b>	TDZE	<b>1383</b>
	Apt Elev	<b>1394</b>

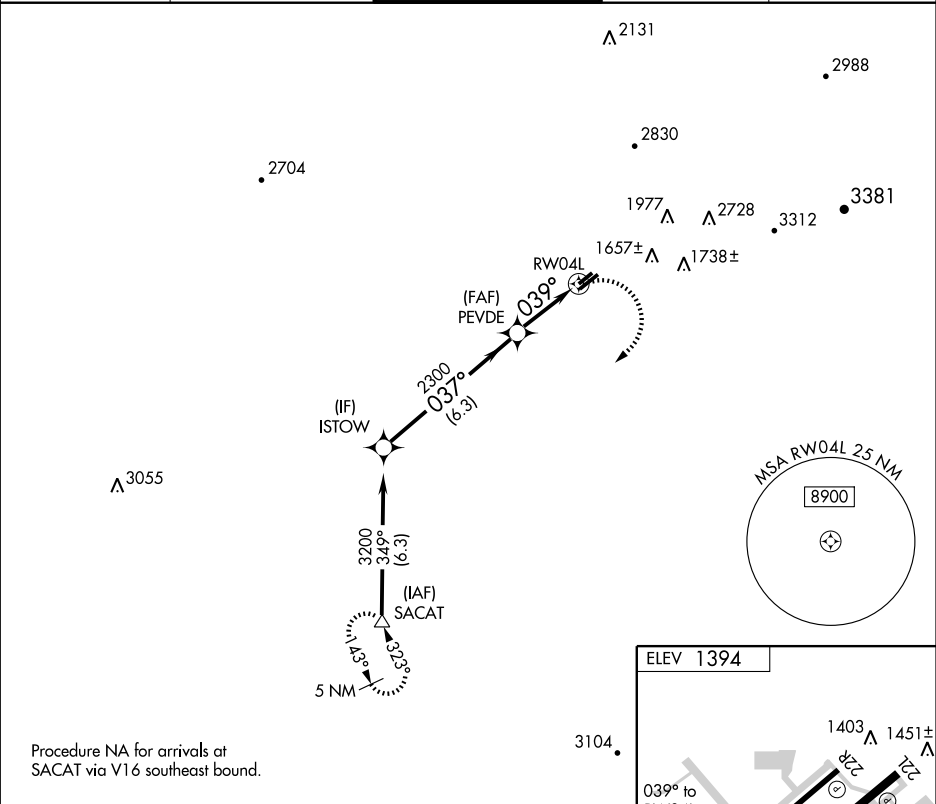
# RNAV (GPS) RWY 4L

MESA/FALCON FIELD (F'F'Z)

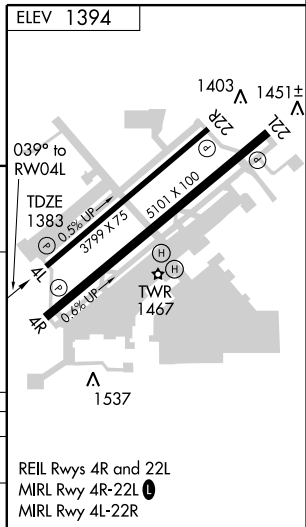
**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**⚠** When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing right turn to 5000 direct SACAT and hold, continue climb-in-hold to 5000.

ATIS <b>118.25</b>	PHOENIX APP CON <b>120.7 239.0</b>	FALCON TOWER * <b>119.7 (N &amp; W)</b> <b>124.6 (S &amp; E) (CTAF) 0</b>	GND CON <b>121.3</b>	UNICOM <b>122.95</b>
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ISTOW		PEVDE		RWY 04L	
3200		2300		5000	
037°		039°		SACAT	
6.3 NM		2.8 NM			
CATEGORY	A	B	C	D	
LNAV MDA	1800-1	417 (500-1)	1800-1¼ 417 (500-1¼)	NA	
CIRCLING	1900-1	506 (600-1)	1900-1½ 506 (600-1½)	NA	



APP CRS	Rwy Idg	<b>5101</b>
<b>039°</b>	TDZE	<b>1383</b>
	Apt Elev	<b>1394</b>

**RNAV (GPS) RWY 4R**

MESA/FALCON FIELD (F'F'Z)

**▽** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDA 80 feet. VDP NA with Phoenix Sky Harbor Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 5000 direct SACAT and hold, continue climb-in-hold to 5000.

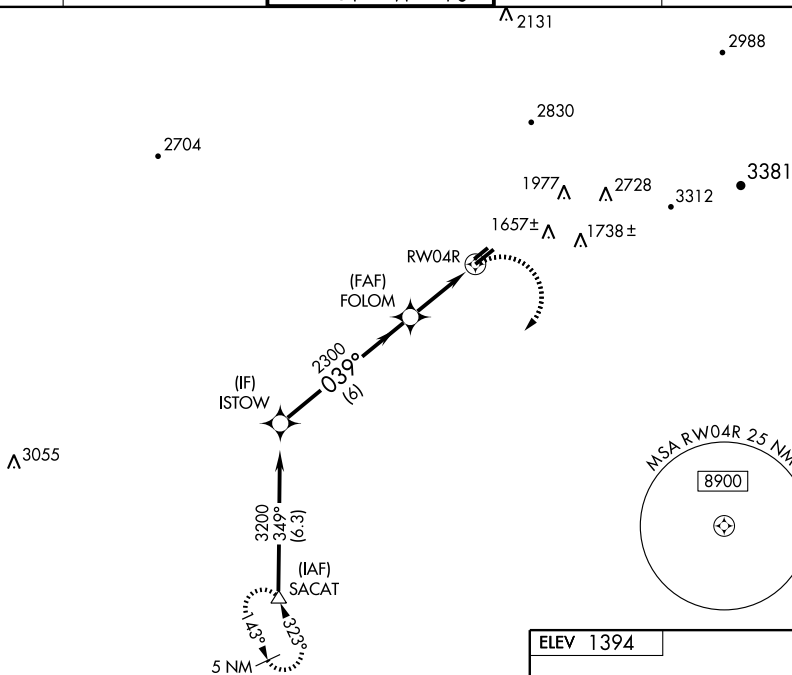
ATIS  
**118.25**

PHOENIX APP CON  
**120.7 239.0**

FALCON TOWER ★  
**119.7 (N & W)**  
**124.6 (S & E) (CTAF) 0**

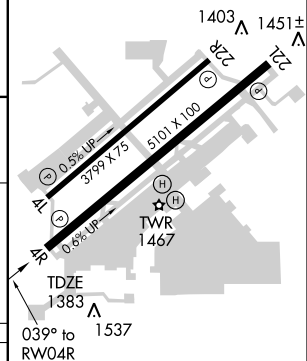
GND CON  
**121.3**

UNICOM  
**122.95**

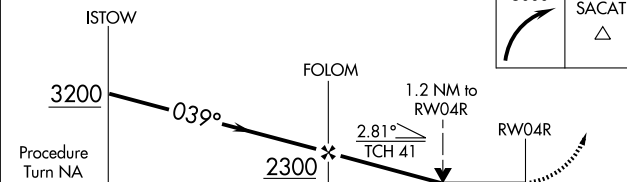


Procedure NA for arrivals at SACAT via V16 southeast bound.

ELEV 1394



REIL Rwy 4R and 22L  
MIRL Rwy 4R-22L 0  
MIRL Rwy 4L-22R



CATEGORY	A	B	C	D
LNAV MDA	1800-1	417 (500-1)	1800-1¼ 417 (500-1¼)	NA
CIRCLING	1900-1	506 (600-1)	1900-1½ 506 (600-1½)	NA

## SACAT ONE DEPARTURE (RNAV)

SL-6647 (FAA)

MESA/ FALCON FIELD (F'F'Z)

MESA, ARIZONA

## TAKE-OFF OBSTACLE NOTES

Rwy 4L: Electrical systems beginning 248' from DER, 416' left of centerline, up to 50' AGL/1430' MSL.

Light poles 417' from DER, 29' left of centerline, up to 48' AGL/1428' MSL.

Trees beginning 418' from DER, 244' left of centerline, up to 40' AGL/1423' MSL.

Tree 1188' from DER, 155' right of centerline, 40' AGL/1420' MSL.

Obstruction light 1314' from DER, 424' left of centerline, 54' AGL/1434' MSL.

Rods beginning 1236' from DER, 424' left of centerline, up to 57' AGL/1437' MSL.

Windsock 1523' from DER, 487' left of centerline, 34' AGL/1414' MSL.

Rwy 4R: Trees beginning 412' from DER, 15' left of centerline, up to 35' AGL/1425' MSL.

Light poles beginning 513' from DER, 350' right of centerline, up to 51' AGL/1441' MSL.

Obstruction light 531' from DER, 583' right of centerline, 50' AGL/1444' MSL.

Trees beginning 585' from DER, 350' right of centerline, up to 40' AGL/1460' MSL.

Traffic signal 914' from DER, 68' left of centerline, 27' AGL/1417' MSL.

Rwy 22L: Light poles beginning 256' from DER, 421' right of centerline, up to 24' AGL/1384' MSL.

Windmill 562' from DER, 457' right of centerline, 39' AGL/1389' MSL.

Light pole 1206' from DER, 510' left of centerline, 38' AGL/1398' MSL.

Rwy 22R: Light poles beginning 297' from DER, 65' right of centerline, up to 43' AGL/1403' MSL.

Trees beginning 369' from DER, 127' right of centerline, up to 25' AGL/1385' MSL.

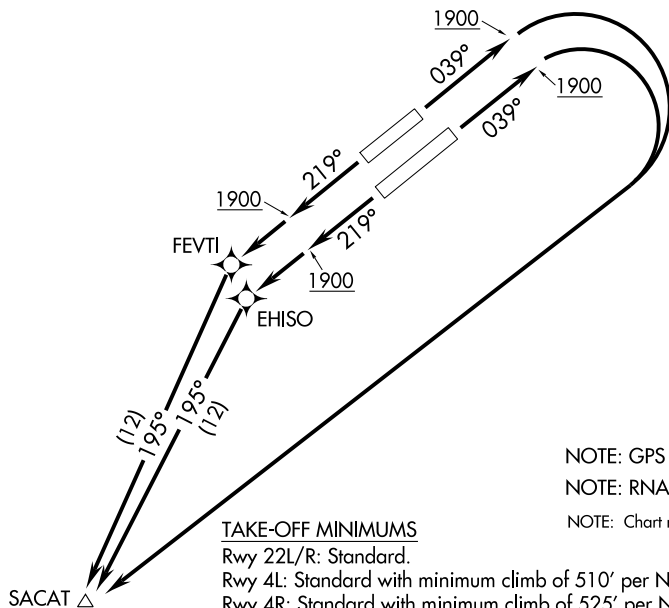
FALCON TOWER \*

119.7 (DEP Rwy 4L-22R)

124.6 (CTAF) (DEP Rwy 4R-22L)

PHOENIX DEP CON

120.7 239.0



NOTE: GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale.

## TAKE-OFF MINIMUMS

Rwy 22L/R: Standard.

Rwy 4L: Standard with minimum climb of 510' per NM to 4300.

Rwy 4R: Standard with minimum climb of 525' per NM to 4200.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4L: Climb heading 039° to 1900 then climbing right turn direct SACAT, thence. . .

TAKE-OFF RUNWAY 4R: Climb heading 039° to 1900 then climbing right turn direct SACAT, thence. . . .

TAKE-OFF RUNWAY 22L: Climb heading 219° to 1900 then direct EHISO then on track 195° to SACAT, thence. . . .

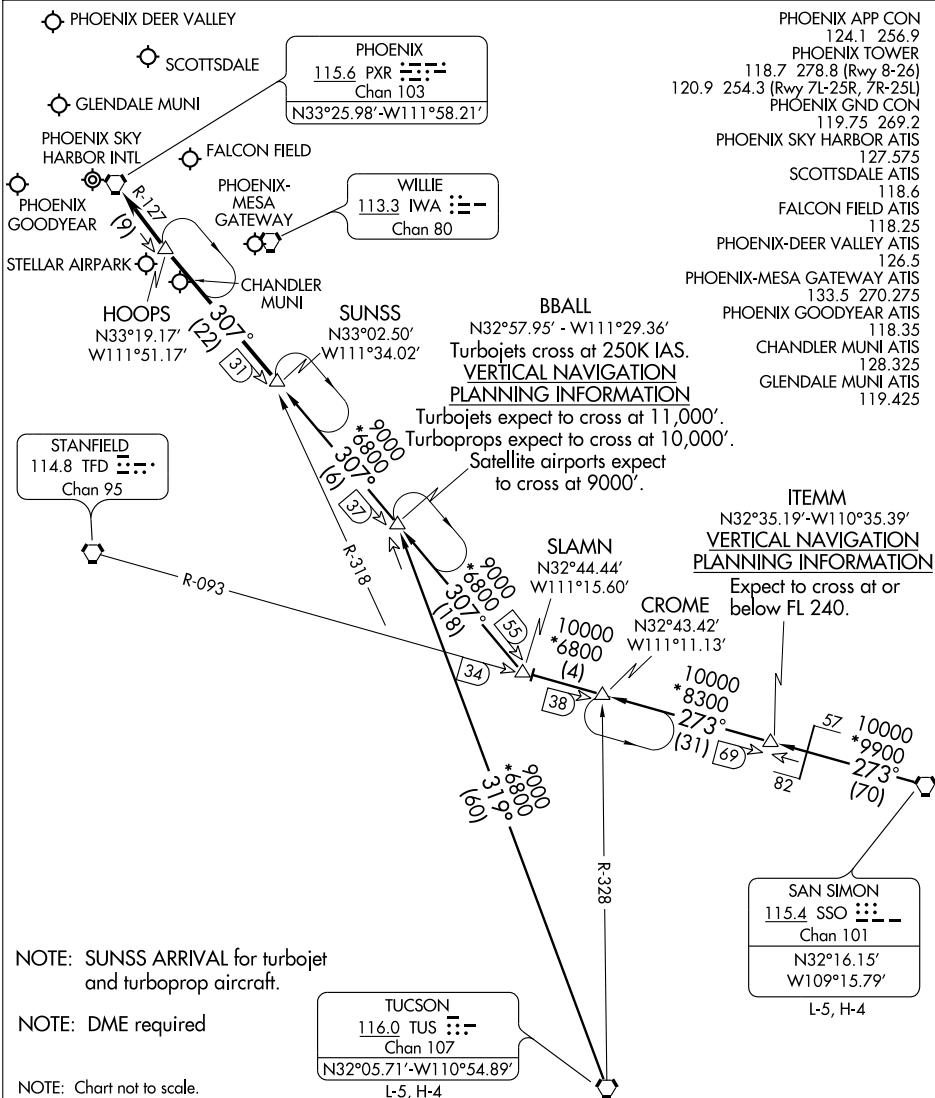
TAKE-OFF RUNWAY 22R: Climb heading 219° to 1900 then direct FEVTI then on track 195° to SACAT, thence. . . .

. . . maintain 5000, expect clearance to filed altitude/flight level 10 minutes after departure.

## SUNSS SIX ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

## SUNSS SIX ARRIVAL

PHOENIX, ARIZONA

**NOGALES INTL** (OLS) 7 NE UTC-7 N31°25.06' W110°50.87'

3955 B S4 FUEL 100LL, JET A AOE NOTAM FILE OLS

RWY 03-21: H7199X90 (ASPH) S-21 MIRL 1.6% up NE

RWY 03: PAPI(P4L)—GA 3.0° TCH 68'.

RWY 21: PAPI(P4L)—GA 4.0° TCH 17'. Thld dsplcd 910'. Hill.

**AIRPORT REMARKS:** Attended 1400-0200Z. Straight-in apchs not recommended. Gross weight S-21 for center 90', remainder of rwy width is S-7. Rwy 03 is CLOSED to touch and go landing. Rwy 21 designated calm wind rwy. ACTIVATE MIRL Rwy 03-21—CTAF. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—U.S. Special Customs Requirement.

**WEATHER DATA SOURCES:** ASOS 121.125 (520) 287-9332.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.4 (PRESCOTT RADIO)

TUCSON APP/DEP CON 125.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLS.

(L) VORW/DME 108.2 OLS Chan 19 N31°24.90'

W110°50.93' at fld. 3870/12E.

VOR/DME unusable:

330°-355° beyond 30 NM below 13,500'

030°-080° beyond 25 NM below 17,900'

NDB (HW) 394 ENZ N31°25.28' W110°50.79' at fld.

Unusable:

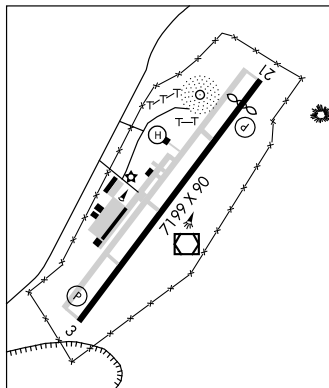
080°-270° byd 5 NM

330°-080° byd 25 NM

**COMM/NAV/WEATHER REMARKS:** Call Prescott Radio on 122.4 to close all flight plans.

.....

**HELIPAD H1:** H97X97 (CONC)

**PAGE MUNI** (PGA) 1 E UTC-7 N36°55.57' W111°26.90'

4316 B S4 FUEL 100LL, JET A OX 1, 2 Class III, ARFF Index A NOTAM FILE PGA

RWY 15-33: H5950X150 (ASPH) S-65, D-90, 2S-114, 2D-190 MIRL 1.2% up S

RWY 15: REIL. VASI(V2L)—GA 3.0° TCH 52'.

RWY 33: REIL. VASI(V2L)—GA 3.0° TCH 30'. Rgt tfc.

RWY 07-25: H2201X100 (ASPH) D-12.5

RWY 07: Thld dsplcd 588'. RWY 25: Rgt tfc.

**AIRPORT REMARKS:** Attended dalgt hours. For fuel after hours ctc 928-660-1060 or 928-645-5356. CLOSED to air carrier ops with more than 30 passenger seats except 24 hr prior permission call arpt manager 928-645-8861. ARFF avbl 5-7 minutes without prior permission. Use Rwy 07-25 only during high winds. Overnight parking fee. ACTIVATE MIRL Rwy 15-33 and REIL Rwy 15 and Rwy 33—CTAF. VASI Rwy 15 and Rwy 33 opr continuously.

**WEATHER DATA SOURCES:** ASOS 120.625 (928) 645-1228. HIWAS 117.6 PGA.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.6 (PRESCOTT RADIO)

KAYENTA RCO 122.45 (PRESCOTT RADIO)

DENVER CENTER APP/DEP CON 127.55

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PGA.

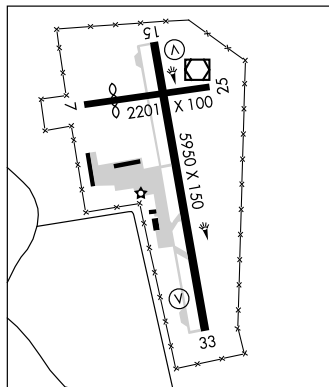
(L) VORW/DME 117.6 PGA Chan 123 N36°55.86'

W111°26.85' at fld. 4277/13E. HIWAS.

VOR/DME unusable:

105°-230° byd 30 NM blo 11,000'

230°-245° byd 30 NM blo 12,000'

**COMM/NAV/WEATHER REMARKS:** UNICOM ADZY avbl 122.8 SR to SS only.

LAS VEGAS

H-4J, L-8G, 9C

IAP



VOR/DME OLS <b>108.2</b> Chan <b>19</b>	APP CRS <b>136°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>3932</b>
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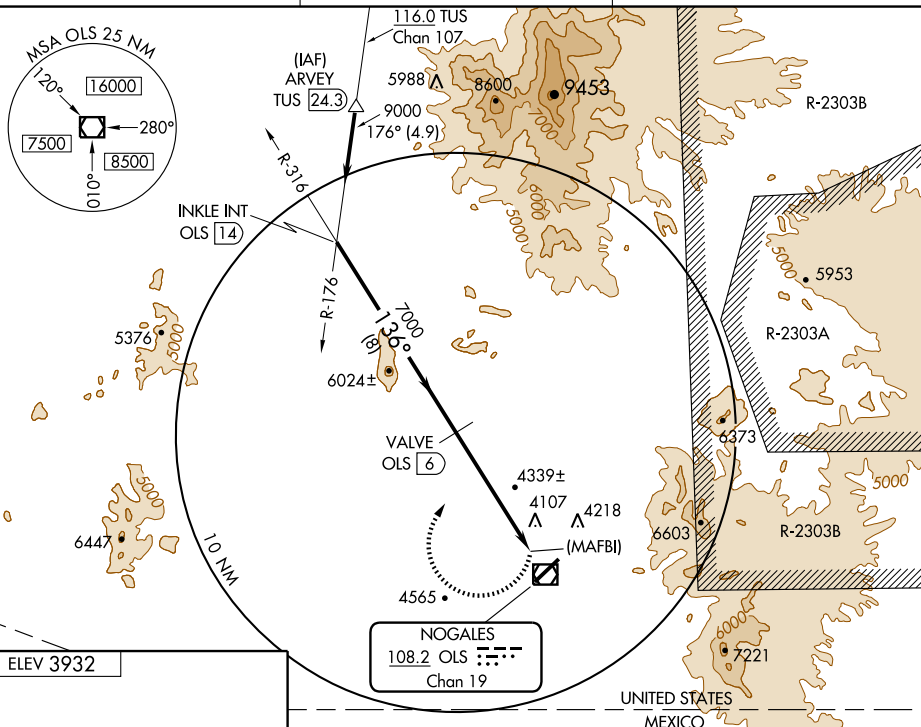
VOR/DME or GPS-B  
NOGALES INTL (OLS)

**T**  
**A** NA

**MISSED APPROACH:** Climbing right turn to 7600 via OLS R-316 then climbing left turn to 10000 direct OLS VOR/DME.

ASOS  
**121.125**

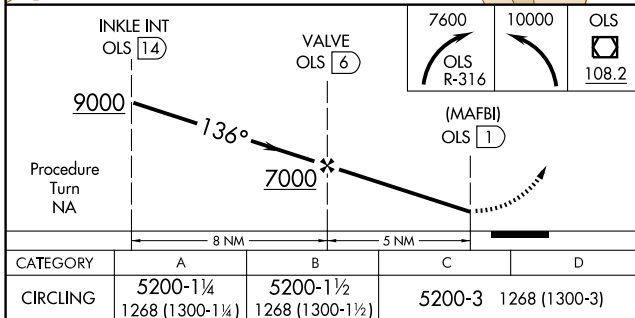
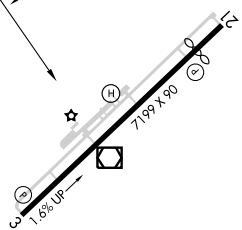
TUCSON APP CON  
125.1 269.55

UNICOM  
122.8 (CTAF) 

ELEV 3932

UNITED STATES  
MEXICO

136° 5 NM  
from FAF

MIRL Rwy 3-21 **L**

NOGALES, ARIZONA  
Amdt 2A 09015

31°25'N-110°51'W

NOGALES INTL (OLS)  
VOR/DME or GPS-B

SW-4. 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME OLS <b>108.2</b> Chan <b>19</b>	APP CRS <b>096°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>3932</b>
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# VOR or GPS-A

NOGALES INTL (OLS)

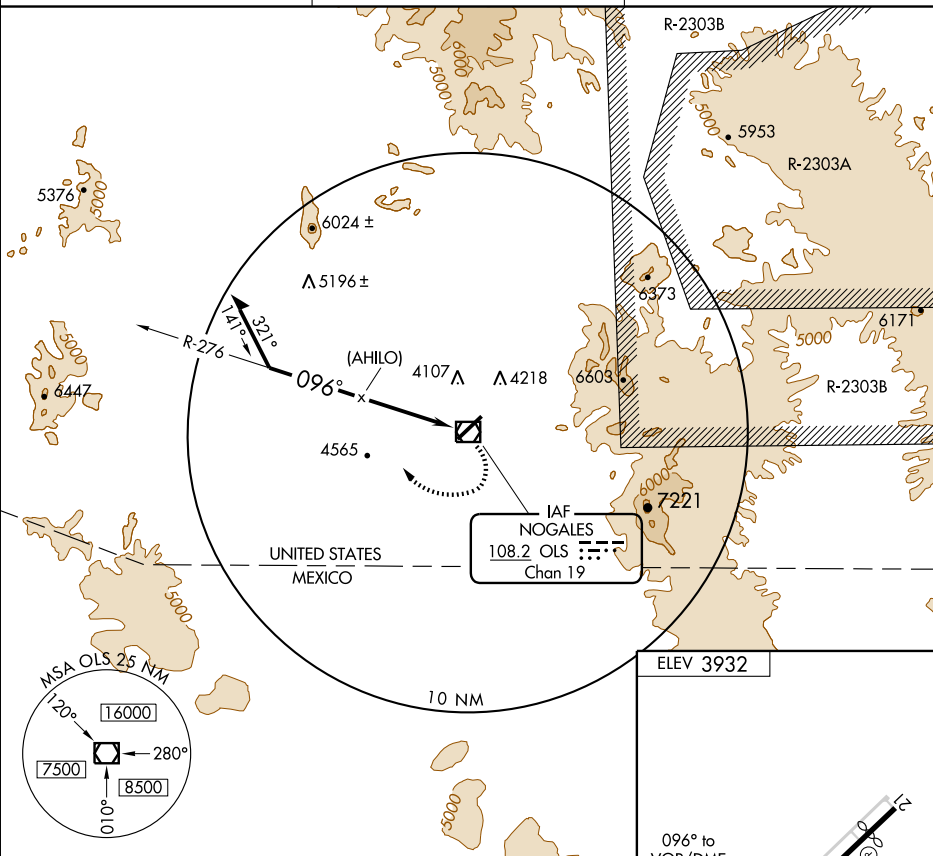
**V**  
**A** NA

MISSED APPROACH: Climbing right turn to 7800 via OLS R-276 then climbing right turn to 10000 direct OLS VOR/DME.

ASOS  
**121.125**

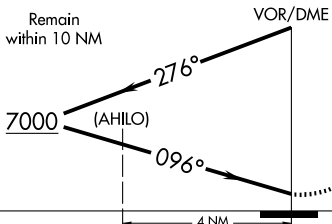
TUCSON APP CON  
**125.1 269.55**

UNICOM  
**122.8 (CTAF) 0**



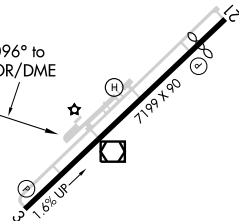
ELEV 3932

Remain  
within 10 NM



7800 OLS R-276	10000 OLS	OLS <b>108.2</b>
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096° to  
VOR/DME



CATEGORY	A	B	C	D
CIRCLING	5500-1½ 1568 (1600-1½)	5500-1½ 1568 (1600-1½)	5500-3	1568 (1600-3)

MIRL Rwy 3-21 0



**NOGALES INTL** (OLS) 7 NE UTC-7 N31°25.06' W110°50.87'

3955 B S4 FUEL 100LL, JET A AOE NOTAM FILE OLS

RWY 03-21: H7199X90 (ASPH) S-21 MIRL 1.6% up NE

RWY 03: PAPI(P4L)—GA 3.0° TCH 68'.

RWY 21: PAPI(P4L)—GA 4.0° TCH 17'. Thld dsplcd 910'. Hill.

**AIRPORT REMARKS:** Attended 1400-0200Z. Straight-in apchs not recommended. Gross weight S-21 for center 90', remainder of rwy width is S-7. Rwy 03 is CLOSED to touch and go landing. Rwy 21 designated calm wind rwy. ACTIVATE MIRL Rwy 03-21—CTAF. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—U.S. Special Customs Requirement.

**WEATHER DATA SOURCES:** ASOS 121.125 (520) 287-9332.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.4 (PRESCOTT RADIO)

TUCSON APP/DEP CON 125.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLS.

(L) VORW/DME 108.2 OLS Chan 19 N31°24.90'

W110°50.93' at fld. 3870/12E.

VOR/DME unusable:

330°-355° beyond 30 NM below 13,500'

030°-080° beyond 25 NM below 17,900'

NDB (HW) 394 ENZ N31°25.28' W110°50.79' at fld.

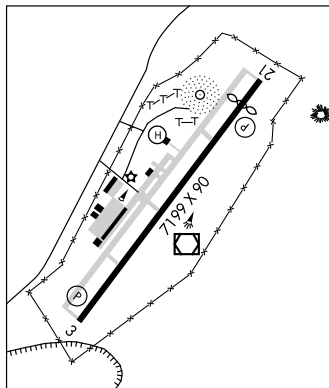
Unusable:

080°-270° byd 5 NM

330°-080° byd 25 NM

**COMM/NAV/WEATHER REMARKS:** Call Prescott Radio on 122.4 to close all flight plans.

HELIPAD H1: H97X97 (CONC)

**PAGE MUNI** (PGA) 1 E UTC-7 N36°55.57' W111°26.90'

4316 B S4 FUEL 100LL, JET A OX 1, 2 Class III, ARFF Index A NOTAM FILE PGA

RWY 15-33: H5950X150 (ASPH) S-65, D-90, 2S-114, 2D-190 MIRL 1.2% up S

RWY 15: REIL. VASI(V2L)—GA 3.0° TCH 52'.

RWY 33: REIL. VASI(V2L)—GA 3.0° TCH 30'. Rgt tfc.

RWY 07-25: H2201X100 (ASPH) D-12.5

RWY 07: Thld dsplcd 588'. RWY 25: Rgt tfc.

**AIRPORT REMARKS:** Attended dalgt hours. For fuel after hours ctc 928-660-1060 or 928-645-5356. CLOSED to air carrier ops with more than 30 passenger seats except 24 hr prior permission call arpt manager 928-645-8861. ARFF avbl 5-7 minutes without prior permission. Use Rwy 07-25 only during high winds. Overnight parking fee. ACTIVATE MIRL Rwy 15-33 and REIL Rwy 15 and Rwy 33—CTAF. VASI Rwy 15 and Rwy 33 opr continuously.

**WEATHER DATA SOURCES:** ASOS 120.625 (928) 645-1228. HIWAS 117.6 PGA.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.6 (PRESCOTT RADIO)

KAYENTA RCO 122.45 (PRESCOTT RADIO)

DENVER CENTER APP/DEP CON 127.55

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PGA.

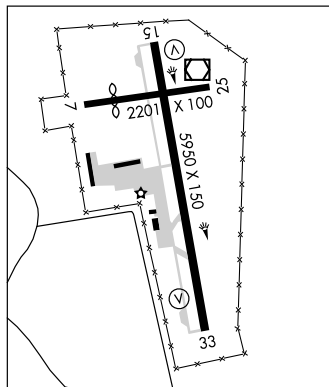
(L) VORW/DME 117.6 PGA Chan 123 N36°55.86'

W111°26.85' at fld. 4277/13E. HIWAS.

VOR/DME unusable:

105°-230° byd 30 NM blo 11,000'

230°-245° byd 30 NM blo 12,000'

**COMM/NAV/WEATHER REMARKS:** UNICOM ADZY avbl 122.8 SR to SS only.

LAS VEGAS

H-4J, L-8G, 9C

IAP

WAAS CH <b>45604</b> <b>W15A</b>	APP CRS <b>156°</b>	Rwy ldg TDZE Apt Elev	<b>5950</b> <b>4264</b> <b>4316</b>
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## RNAV (GPS) RWY 15

PAGE MUNI (PGA)

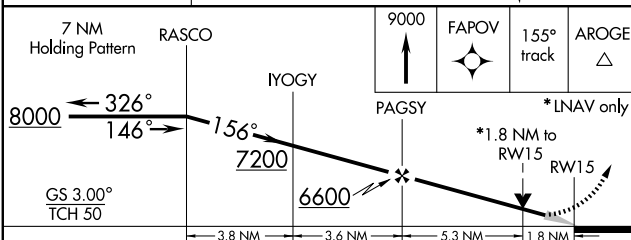
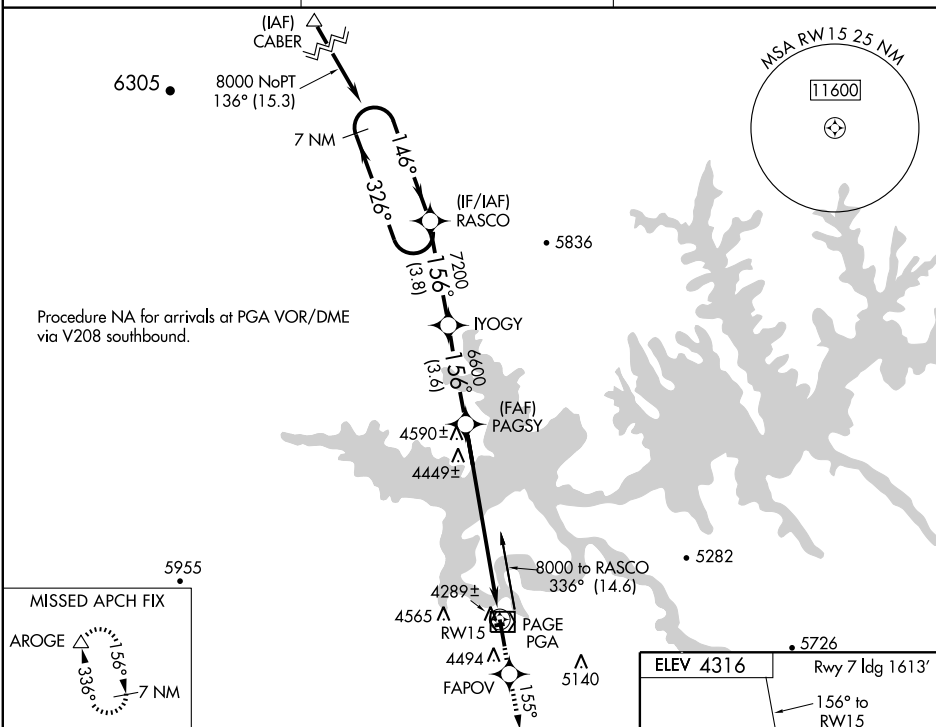
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 41°C (105°F).  
DME/DME RNP -0.3 NA. Circling NA to Rwy 7-25

MISSED APPROACH: Climb to 9000 direct FAPOV and via 155° track to AROGE and hold, continue climb-in-hold to 9000.

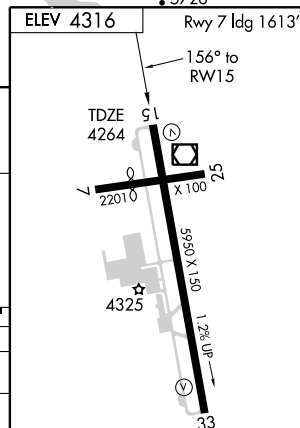
ASOS  
**120.625**

DENVER CENTER  
**127.55 343.95**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LPV DA	4599-1¼ 335 (300-1¼)			
LNAV/VNAV DA	4670-1½ 406 (400-1½)			
LNAV MDA	4860-1 596 (600-1)	4860-1½ 596 (600-1½)	4860-1¾ 596 (600-1¾)	
CIRCLING	4860-1 544 (600-1)	4860-1½ 544 (600-1½)	4920-2 604 (700-2)	



REIL Rwy 15 and 33 0  
MIRL Rwy 15-33 0

WAAS CH <b>69204</b> <b>W33A</b>	APP CRS <b>336°</b>	Rwy Idg TDZE Apt Elev	<b>5950</b> <b>4316</b> <b>4316</b>
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RNAV (GPS) RWY 33

PAGE MUNI (PGA)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 41°C (105°F).  
DME/DME RNP-0.3 NA. Circling NA to Rwy 7-25.

MISSED APPROACH: Climb to 8500 direct BIGNE and via 325° track to ACOSI and hold, continue climb-in-hold to 8500.

ASOS

**120.625**

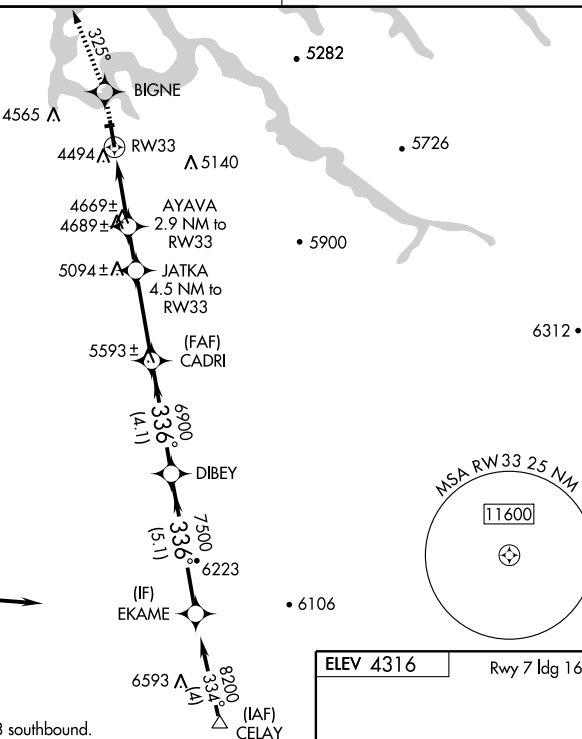
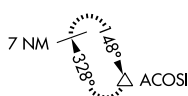
DENVER CENTER

**127.55 343.95**

UNICOM

**122.8 (CTAF) 0**

MISSED APCH FIX

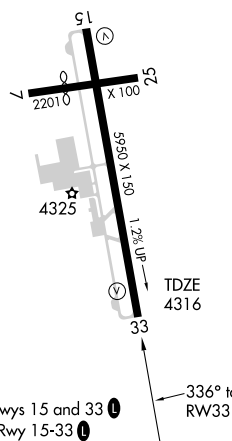


Procedure NA for arrivals at CELAY via V208 southbound.

8500	BIGNE	325° track	ACOSI	VGSI and RNAV glidepath not coincident	DIBBY	EKAME
*LNAV only	AYAVA 2.9 NM to RW33	JATKA 4.5 NM to RW33	CADRI			
*1.8 NM to RW33						
1.8 NM	1.1 NM	1.6 NM	3.3 NM	4.1 NM	5.1 NM	
CATEGORY	A	B	C	D		
LPV DA	4566-1		250 (300-1)			
LNAV/VNAV DA	4744-1½		428 (500-1½)			
LNAV MDA	4920-1 604 (700-1)		4920-1¾ 604 (700-1¾)		4920-2 604 (700-2)	
CIRCLING	4920-1 604 (700-1)		4920-1¾ 604 (700-1¾)		4920-2 604 (700-2)	

ELEV 4316

Rwy 7 Idg 1613'



VOR/DME PGA <b>117.6</b> Chan <b>123</b>	APP CRS <b>147°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>4310</b>
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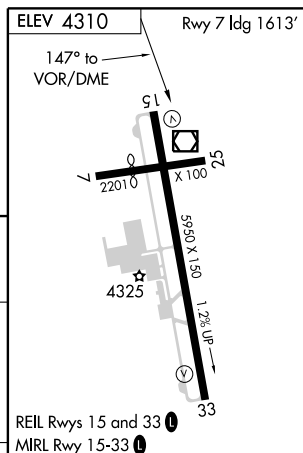
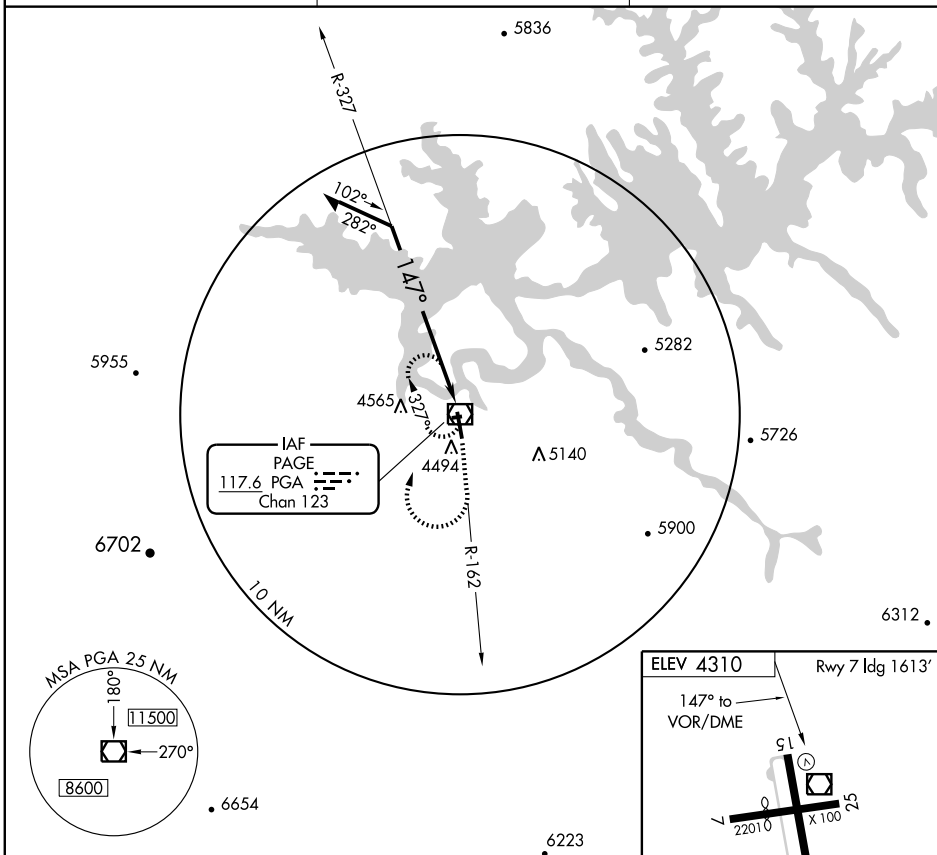
**VOR-B**  
PAGE MUNI (PGA)

<b>NA</b>	Circling not authorized to Rwy 7-25.	MISSED APPROACH: Climb on the PGA R-162 to 6000, then climbing right turn to 7000 direct PGA VOR/DME and hold.
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ASOS  
**120.625**

DENVER CENTER  
**127.55 343.95**

UNICOM  
**122.8 (CTAF)**



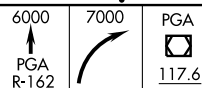
Remain  
within 10 NM

VOR/DME

6700

147°

327°



CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	5200-1¼	890 (900-1¼)	5200-2¾ 890 (900-2¾)	5200-3 890 (900-3)	Min:Sec					

## PARKER

**AVI SUQUILLA** (P2Ø) 1 E UTC-7 N34°08.99' W114°16.07'

458 B S4 **FUEL** 100LL, JET A TPA-1258(800) NOTAM FILE PRC

**RWY 01-19:** H6250X100 (ASPH) S-30, D-50 MIRL

**RWY 01:** PAPI(P4L)—GA 3.0° TCH 21'. Rgt tfc.

**RWY 19:** PAPI(P4L)—GA 3.0° TCH 21'.

**AIRPORT REMARKS:** Attended 1500-0000Z+. Service fee for fuel when arpt is unattended. For airframe/power plant repairs call arpt manager 928-669-2168. Rwy 01-19 150' blast pads both ends. Minimum altitude over Colorado River 1500'AGL. ACTIVATE MIRL Rwy 01-19 and twy lgts—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 132.75 (928) 669-2160.

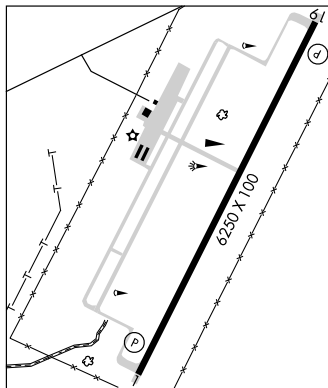
**COMMUNICATIONS:** CTAF/UNICOM 122.725

**L.A. CENTER APP/DEP CON** 128.15

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RAL.

**PARKER (H) VORTAC** 117.9 PKE Chan 126 N34°06.12'

W114°40.93' 067° 20.8 NM to fld. 1000/15E.



PHOENIX

H-4J, L-5A  
IAP

**PAYSON** (PAN) 1 W UTC-7 N34°15.41' W111°20.36'

5157 B S2 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE PRC

**RWY 06-24:** H5500X75 (ASPH) S-40, D-50, 2D-100 MIRL 0.3% up E

**RWY 06:** Tree. **RWY 24:** PAPI(P2L). Rgt tfc.

**AIRPORT REMARKS:** Attended 1500-0000Z. For fuel after hours call 928-802-2460 pager. 7 inch ruts adjacent rwy and twy safety areas. Rwy 24 calm wind rwy. Departure noise abatement procedures in effect, turn north 30° for 2 NM. Avoid arrival/departure over town below 1,000'. TPA—Prop engine 6200 (1043), jet/multi-engine and large engine 6700 (1543), helicopters 5700 (543). Overnight parking fee. MIRL preset low ints to increase ints ACTIVATE—CTAF. PAPI Rwy 24 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 119.325 (928) 472-4260.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

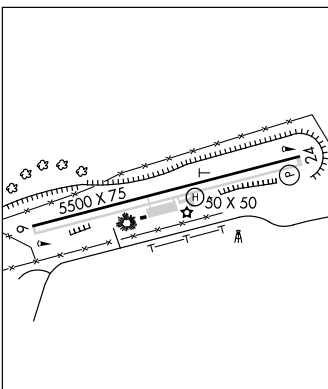
**ALBUQUERQUE CENTER APP DEP CON** 132.9

**MINGUS MOUNTAIN RCO** 122.3 (PRESCOTT RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE INW.

**WINSLOW (H) VORTACW** 112.6 INW Chan 73 N35°03.70'

W110°47.70' 195° 55.2 NM to fld. 4910/14E. **HIWAS.**



PHOENIX

H-4J, L-5C, 8G  
IAP

**HELIPAD H1:** H50X50 (CONC)

**HELIPORT REMARKS:** Helipad H1 surrounded on 3 sides by 4' fence.

## PEACH SPRINGS

**GRAND CANYON CAVERNS** (L37) 9 E UTC-7 N35°31.62' W113°14.85'

5386 NOTAM FILE PRC

**RWY 05-23:** 5100X45 (GRVL)

**RWY 05:** Fence. **RWY 23:** Sign.

**AIRPORT REMARKS:** Attended dalgt hours. Deer and Elk on and invof arpt. Prairie dog holes at rwy edge full length. Rwy 05-23 2-3' brush within 10' of rwy edge full length. Rwy 05 + 4-6' fence both sides of rwy plus/minus 200' from thld. Fence and ponds within primary sfc 400-800' from Rwy 23 thld.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

PHOENIX

VORTAC PKE <b>117.9</b> Chan <b>126</b>	APP CRS <b>067°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>452</b>
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VOR/DME or GPS-A  
PARKER/ AVI SUQUILLA (P20)

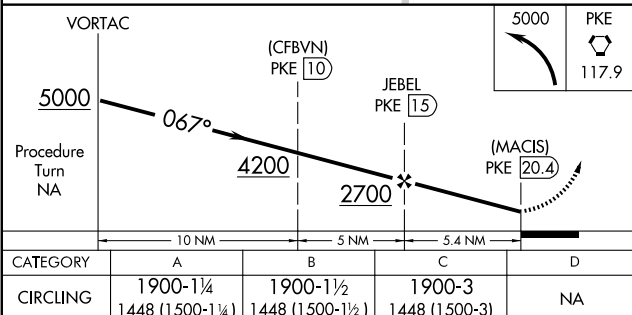
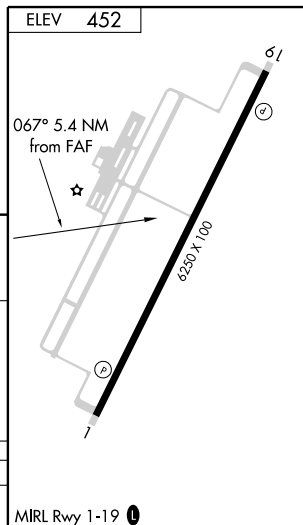
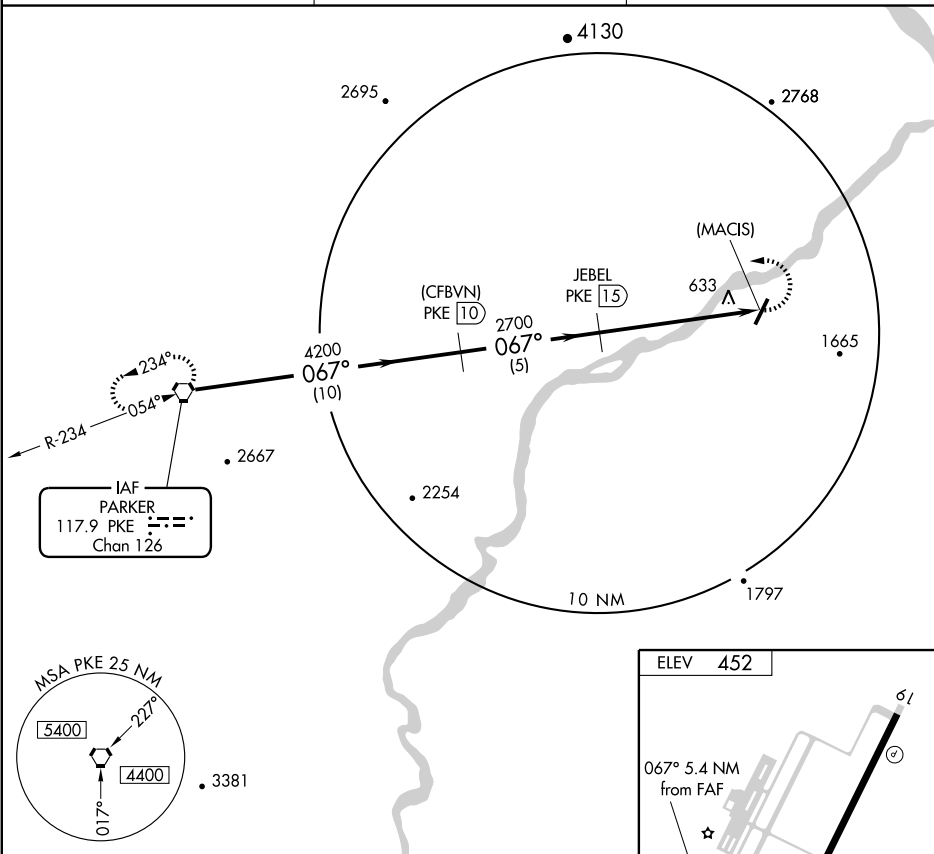
**T** Use Blythe, CA altimeter setting; when not received,  
**A**<sub>NA</sub> procedure not authorized.

**MISSED APPROACH:** Climbing left turn to 5000 direct PKE VORTAC and hold.

AWOS-3  
**132.75**

LOS ANGELES CENTER  
128.15 285.6

UNICOM  
122.725 (CTAF) **L**



PARKER, ARIZONA  
Amdt 2B 10098

34°09'N-114°16'W

PARKER/ AVI SUQUILLA (P20)  
VOR/DME or GPS-A

SW-4. 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

## PARKER

**AVI SUQUILLA** (P2Ø) 1 E UTC-7 N34°08.99' W114°16.07'

458 B S4 **FUEL** 100LL, JET A TPA-1258(800) NOTAM FILE PRC

**RWY 01-19:** H6250X100 (ASPH) S-30, D-50 MIRL

**RWY 01:** PAPI(P4L)—GA 3.0° TCH 21'. Rgt tfc.

**RWY 19:** PAPI(P4L)—GA 3.0° TCH 21'.

**AIRPORT REMARKS:** Attended 1500-0000Z+. Service fee for fuel when arpt is unattended. For airframe/power plant repairs call arpt manager 928-669-2168. Rwy 01-19 150' blast pads both ends. Minimum altitude over Colorado River 1500'AGL. ACTIVATE MIRL Rwy 01-19 and twy lgts—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 132.75 (928) 669-2160.

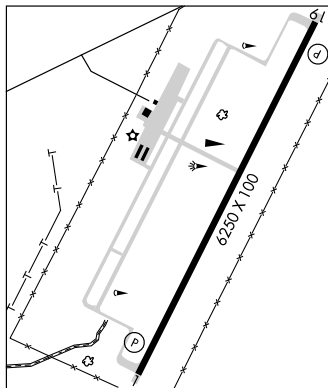
**COMMUNICATIONS:** CTAF/UNICOM 122.725

L.A. CENTER APP/DEP CON 128.15

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RAL.

**PARKER (H) VORTAC** 117.9 PKE Chan 126 N34°06.12'

W114°40.93' 067° 20.8 NM to fld. 1000/15E.



PHOENIX

H-4J, L-5A  
IAP

**PAYSON** (PAN) 1 W UTC-7 N34°15.41' W111°20.36'

5157 B S2 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE PRC

**RWY 06-24:** H5500X75 (ASPH) S-40, D-50, 2D-100 MIRL 0.3% up E

**RWY 06:** Tree. **RWY 24:** PAPI(P2L). Rgt tfc.

**AIRPORT REMARKS:** Attended 1500-0000Z. For fuel after hours call 928-802-2460 pager. 7 inch ruts adjacent rwy and twy safety areas. Rwy 24 calm wind rwy. Departure noise abatement procedures in effect, turn north 30° for 2 NM. Avoid arrival/departure over town below 1,000'. TPA—Prop engine 6200 (1043), jet/multi-engine and large engine 6700 (1543), helicopters 5700 (543). Overnight parking fee. MIRL preset low ints to increase ints ACTIVATE—CTAF. PAPI Rwy 24 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 119.325 (928) 472-4260.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

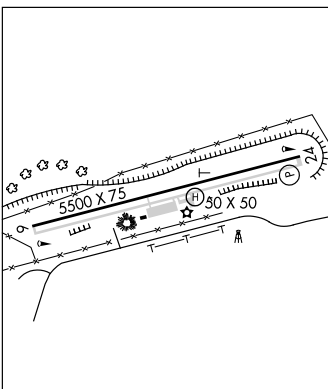
ALBUQUERQUE CENTER APP DEP CON 132.9

MINGUS MOUNTAIN RCO 122.3 (PRESCOTT RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE INW.

**WINSLOW (H) VORTACW** 112.6 INW Chan 73 N35°03.70'

W110°47.70' 195° 55.2 NM to fld. 4910/14E. HIWAS.



PHOENIX

H-4J, L-5C, 8G  
IAP

HELIPAD H1: H50X50 (CONC)

**HELIPORT REMARKS:** Helipad H1 surrounded on 3 sides by 4' fence.

## PEACH SPRINGS

**GRAND CANYON CAVERNS** (L37) 9 E UTC-7 N35°31.62' W113°14.85'

5386 NOTAM FILE PRC

**RWY 05-23:** 5100X45 (GRVL)

**RWY 05:** Fence. **RWY 23:** Sign.

**AIRPORT REMARKS:** Attended dalgt hours. Deer and Elk on and invof arpt. Prairie dog holes at rwy edge full length. Rwy 05-23 2-3' brush within 10' of rwy edge full length. Rwy 05 + 4-6' fence both sides of rwy plus/minus 200' from thld. Fence and ponds within primary sfc 400-800' from Rwy 23 thld.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

PHOENIX

# RNAV (GPS)-A

PAYSON (P.AN)

APP CRS <b>352°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>5157</b>
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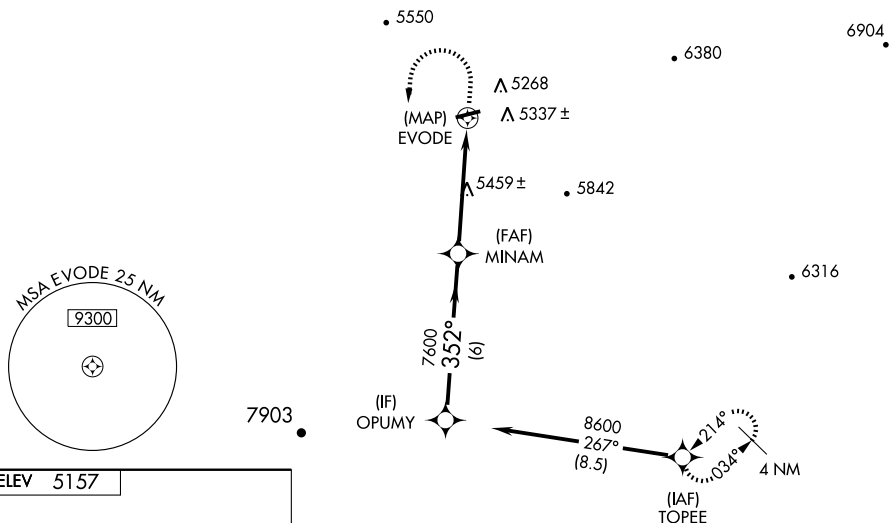
**NA** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 6700 then climbing left turn to 9000 direct OPUMY WP and via 087° track to TOPEE WP and hold.

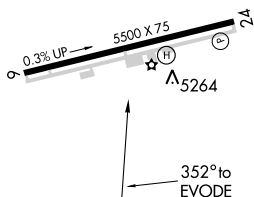
AWOS-3  
**119.325**

ALBUQUERQUE CENTER  
**132.9 239.05**

UNICOM  
**122.8 (CTAF)**



ELEV 5157

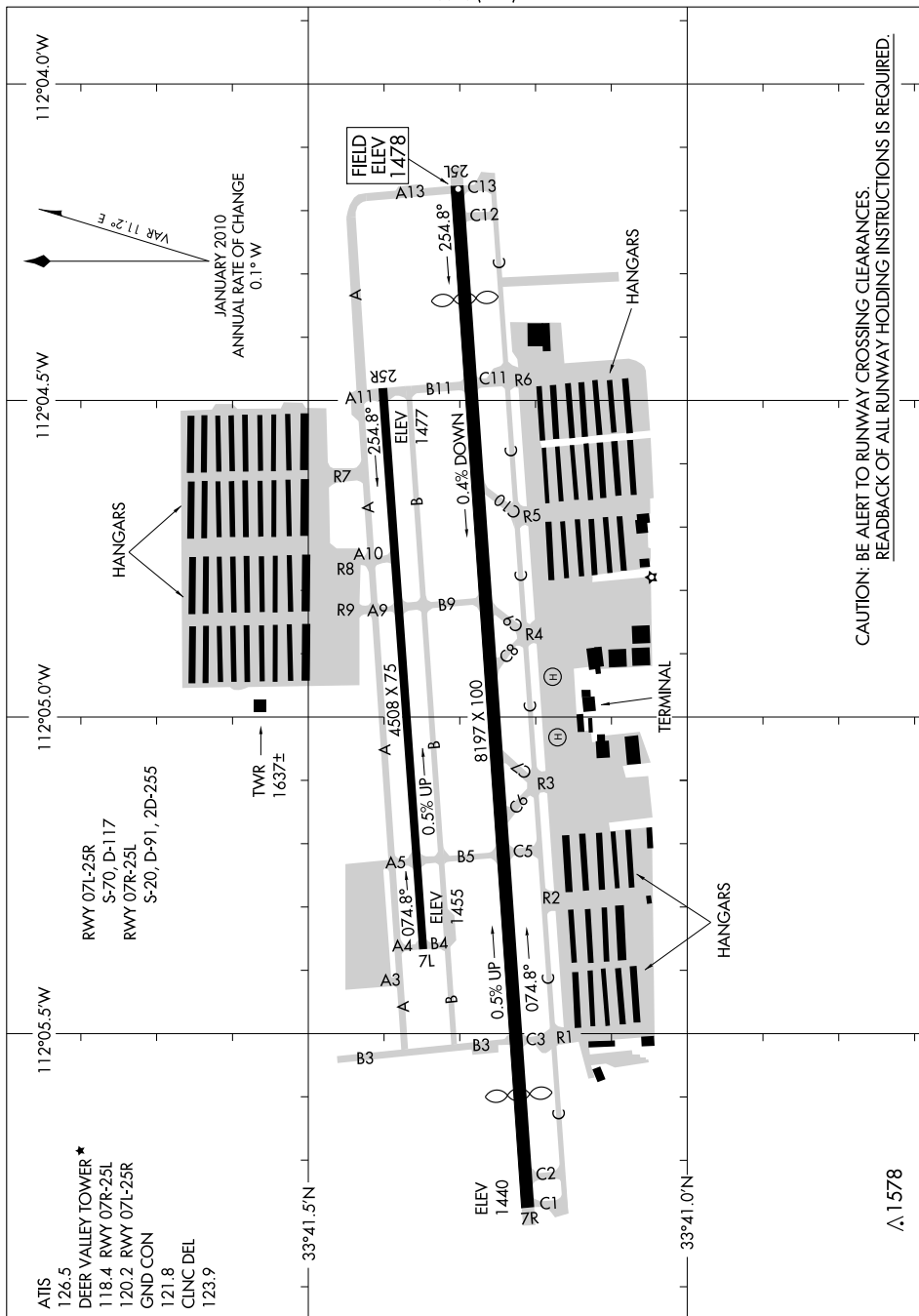


MRL Rwy 6-24

	OPUMY	6700	9000	OPUMY	087° track	TOPEE
	8600	↑	↩	✧	✧	✧
Procedure Turn	NA	MINAM				EVODE
	352°	7600				
	6 NM	4.9 NM				
CATEGORY	A	B	C	D		
CIRCLING	5720-1	563 (600-1)	5760-1 3/4 603 (700-1 3/4)	5760-2 603 (700-2)		



SW-4, 21 OCT 2010 to 18 NOV 2010



SW-4. 21 OCT 2010 to 18 NOV 2010

## PHOENIX

**PHOENIX DEER VALLEY** (DVT) 15 N UTC-7 N33°41.30' W112°04.95'

1478 B S4 FUEL 100LL, JET A OX 1, 3 TPA—See Remarks NOTAM FILE DVT

**RWY 07R-25L:** H8197X100 (ASPH) S-20, D-91, 2D-255 MIRL

**RWY 07R:** REIL. PAPI(P2L)—GA 3.0° TCH 40'. Thld dsplcd 898'.

Tree. Rgt tfc. 0.5% up.

**RWY 25L:** REIL. PAPI(P2L)—GA 3.0° TCH 40'. Thld dsplcd 917'.

Road.

0.4% down.

**RWY 07L-25R:** H4508X75 (ASPH) S-70 D-117 MIRL 0.5% up E

**RWY 07L:** REIL. PAPI(P2L)—GA 4.0° TCH 53'. Tree.

**RWY 25R:** REIL. PAPI(P2L)—GA 3.5° TCH 47'. Hill. Rgt tfc.

**AIRPORT REMARKS:** Attended 1300-0400Z. Fuel avbl continuous. Lgtd hills NE, E, SE and W. Flocks of birds and wildlife on and invof arpt. Hot air balloon ops N, NE and NW of arpt. Rwy 07L-25R is designated training rwy. Taxilane from C to SE corporate site clsd indef. Aerobatic practice area approximately 8½ miles northwest of the Deer Valley Arpt from the surface to 6000' MSL. Parallel taxiway north is in close proximity to Rwy 07L-25R. MIRL, PAPI and REIL Rwy 07R-25L and Rwy 07L-25R on when twr clsd. Fee for all charters; travel clubs and certain revenue producing acft. TPA-2500(1022) single engine and 3000(1522) multi engine.

**WEATHER DATA SOURCES:** ASOS (623) 587-7764.

**COMMUNICATIONS:** CTAF 118.4 ATIS 126.5

**PHOENIX RCO** 122.6 122.2 (PRESCOTT RADIO)

Ⓡ **PHOENIX APP/DEP CON** 120.7

**DEER VALLEY TOWER** 118.4 (Rwy 07R-25L) 120.2 (Rwy 07L-25R) (1300-0400Z) **GND CON** 121.8

**CLNC DEL** 123.9

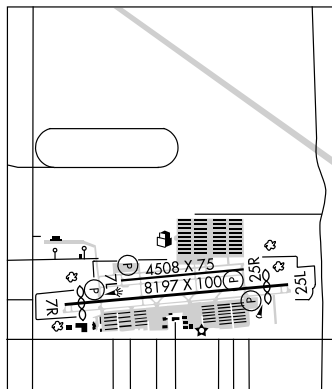
**AIRSPACE:** CLASS D svc 1300-0400Z other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PRC.

**PHOENIX (H) VORTACW** 115.6 PXR Chan 103 N33°25.98' W111°58.21' 328° 16.3 NM to fld.

1182/12E. HIWAS.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not available at twr.



**PHOENIX RGNL** (A39) 28 SSE UTC-7 N32°59.45' W111°55.11'

1300E NOTAM FILE PRC

**RWY 03-21:** H5000X50 (ASPH)

**RWY 03:** Tree. **RWY 21:** Tree.

**AIRPORT REMARKS:** Unattended. Large transverse cracks 3-6" wide 100-200' spacing entire rwy length. 45' p-line 2 miles south southwest and 2 miles northeast of arpt. Antenna estimated to be approximately 200'-300' or more AGL, approximately 3 miles west northwest from west boundary of Phoenix Rgnl Arpt.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:**

**PHOENIX (H) VORTACW** 115.6 PXR Chan 103 N32°59.50' W111°55.23' 162° 26.6 NM to fld.

1182/12E. HIWAS

**PHOENIX**

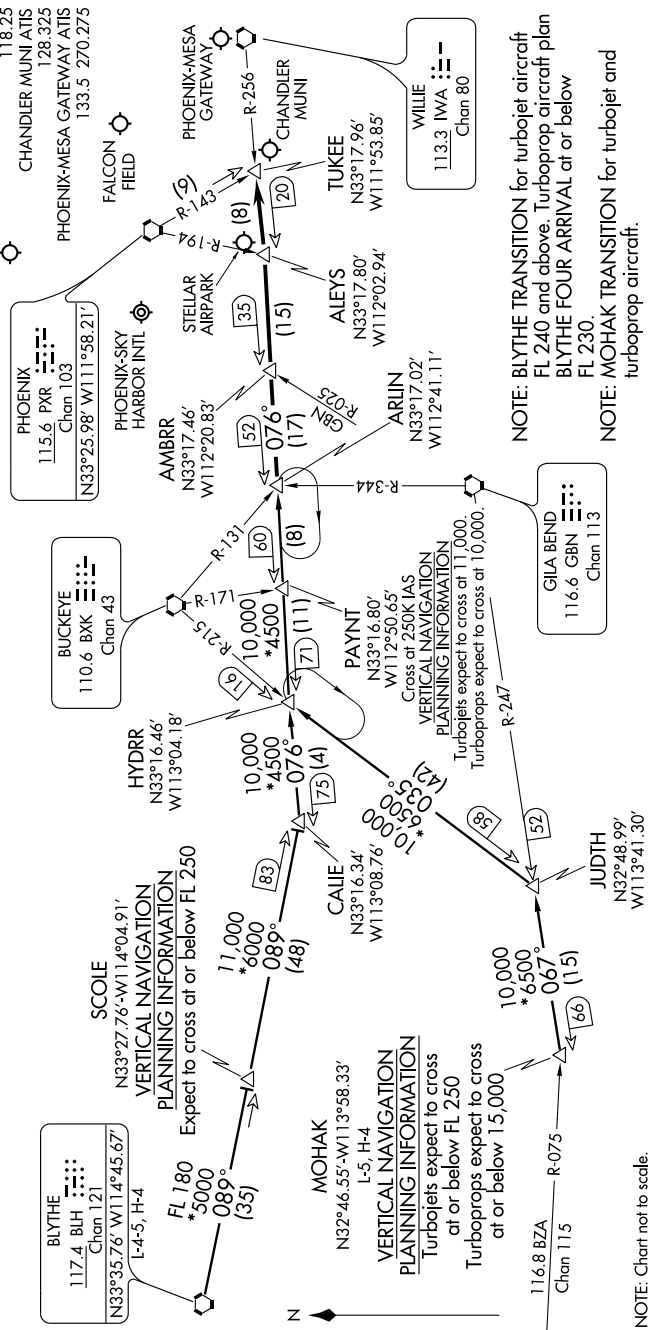
H-4J, L-5B, A

ARLIN INT. Thence....  
 MOHAK TRANSITION (MOHAK.ARLIN3): From over MOHAK INT via GBN R-247  
 and BXX R-215 to HYDRR INT, then via IWA R-256 to ARLIN INT. Thence....

From over ARJUN INT:  
PHOENIX SKY HARBOR INTL: Rwy's 7L/R or 8: Expect vectors after ARJUN INT to final approach course; Rwy's 25L/R or 26: via IWA R-256 to TUKEE INT. Expect vectors prior to TUKEE INT to final approach course.

**SATELLITE AIRPORTS:** Expect vectors after passing TUKEE INT.

**LOST COMMUNICATIONS:** After ARLIN INT. via IWA R-256 and PXR R-143 to PXR VORTAC.



NOTE: Chart not to scale.

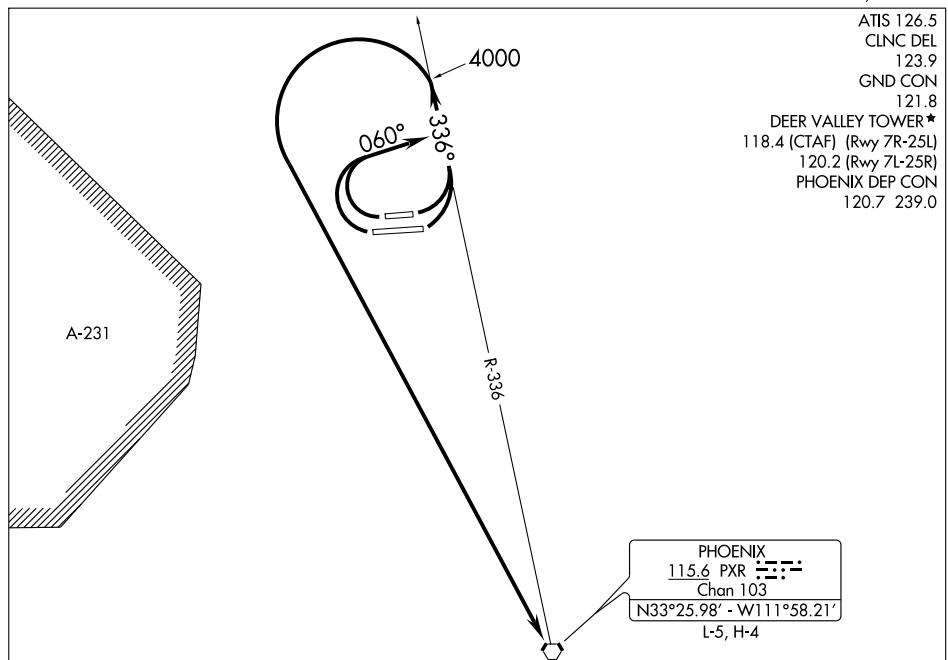
SW-4. 21 OCT 2010 to 18 NOV 2010



## DEERVALLEY ONE DEPARTURE (OBSTACLE)

PHOENIX DEER VALLEY (DVT)

PHOENIX, ARIZONA



## TAKE-OFF MINIMUMS

Rwy 7L: Standard with minimum climb of 565' per NM to 2800, or 1000-3 with minimum climb of 370' per NM to 2800, or 1500-3 for climb in visual conditions.

Rwy 7R: 500-1¼ with minimum climb of 488' per NM to 2800, or 1500-3 for climb in visual conditions.

Rwy 25R: Standard with minimum climb of 487' per NM to 2800, or 1500-3 for climb in visual conditions.

Rwy 25L: Standard with minimum climb of 451' per NM to 2800, or 1500-3 for climb in visual conditions.

## TAKE-OFF OBSTACLE NOTES

RWY 7L: Multiple poles and vegetation beginning 912' from DER, 125' left of centerline, up to 30' AGL/2423' MSL.

Cactus 3824' from DER, 96' right of centerline, 16' AGL/1596' MSL.

Windsock 340' from DER, 354' right of centerline, 9' AGL/1488' MSL.

RWY 7R: Multiple antennas and vegetation beginning 546' from DER, 267' left of centerline, up to 52' AGL/1952' MSL.

Multiple antennas and vegetation beginning 978' from DER, 431' right of centerline, up to 40' AGL/1609' MSL.

RWY 25R: Multiple antennas beginning 1.4 NM from DER, 1847' right of centerline, up to 96' AGL/1806' MSL.

RWY 25L: Pole 1127' from DER, 498' right of centerline, 36' AGL/1475' MSL.

Pole 1184' from DER, 495' left of centerline, 32' AGL/1471' MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RUNWAYS 7L/R:** Climbing left turn via PXR VORTAC R-336 northwestbound to 4000. Thence....Or, climb in visual conditions to cross Phoenix Deer Valley Airport at or above 2800, then via PXR VORTAC R-336 northwestbound to 4000. Thence....

**TAKE-OFF RUNWAYS 25L/R:** Climbing right turn via heading 060° and PXR VORTAC R-336 northwestbound to 4000. Thence....Or, climb in visual conditions to cross Phoenix Deer Valley Airport at or above 2800, then via PXR VORTAC R-336 northwestbound to 4000. Thence....

....climbing left turn direct PXR VORTAC.

DEERVALLEY ONE DEPARTURE (OBSTACLE)

(DVT1.PXR) 07298

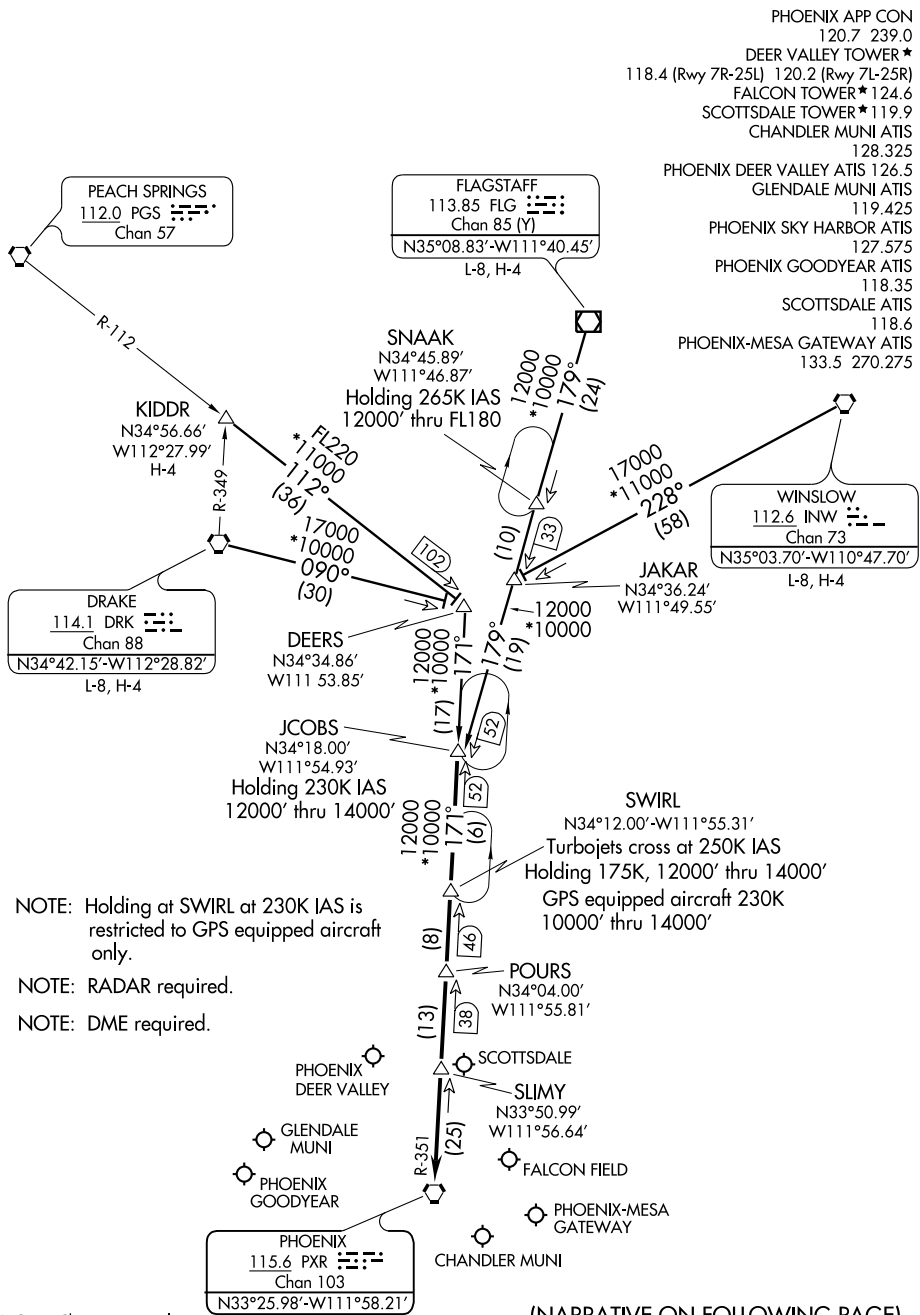
PHOENIX, ARIZONA  
PHOENIX DEER VALLEY (DVT)

SW-4, 21 OCT 2010 to 18 NOV 2010

(JCBS.JCBS2) 09351  
JCBS TWO ARRIVAL

ST-5651 (FAA)

SCOTTSDALE, ARIZONA



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

## JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

## ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	<b>N/A</b>
<b>254°</b>	TDZE	<b>N/A</b>
	Apt Elev	<b>1478</b>

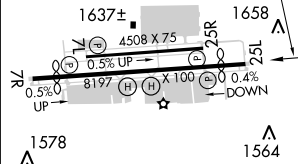
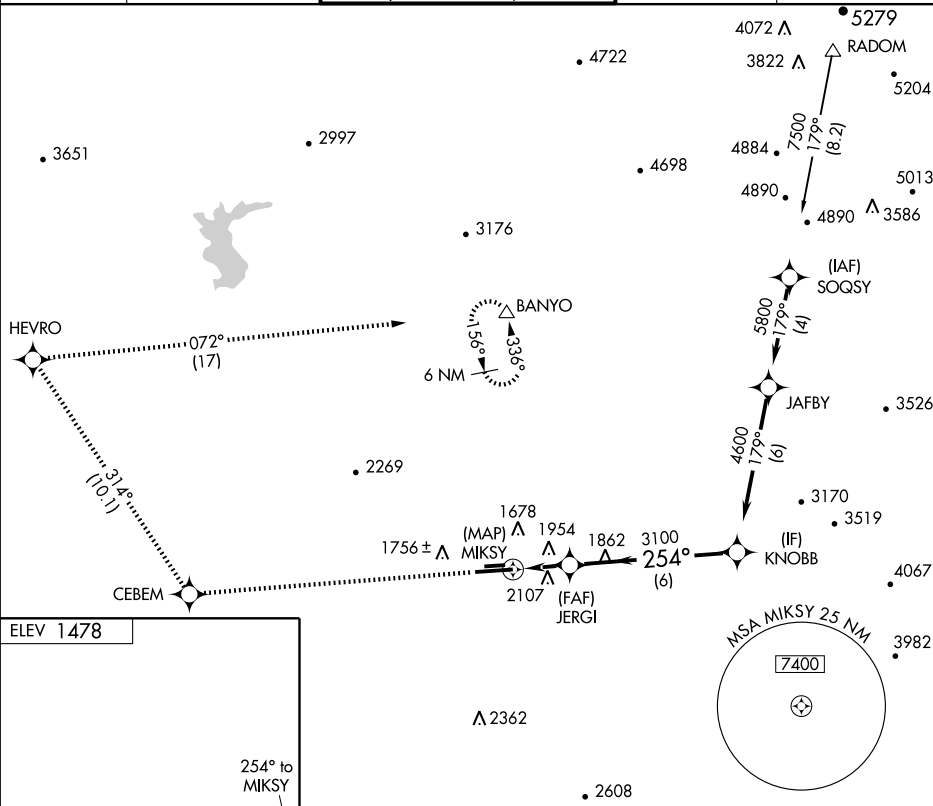
# RNAV (GPS)-B

## PHOENIX DEER VALLEY (DVT)

**T** DME/DME RNP-0.3 NA.  
**A** When VGSI inop, circling to Rwy 25R NA at night.  
Circling not authorized at night north of Rwy 7R-25L.  
If local altimeter setting not received, use Phoenix Sky Harbor  
Intl altimeter setting and increase all MDAs 100 feet.

**MISSED APPROACH:** Climb to 6000 direct CEBEM and via 314° track to HEVRO, and right turn via 072° track to BANYO and hold.

ATIS <b>126.5</b>	PHOENIX APP CON <b>120.7 239.0</b>	DEER VALLEY TOWER ★ <b>118.4</b> (CTAF) <b>120.2</b> (Rwy 7R-25L) (Rwy 7L-25R)	GND CON <b>121.8</b>	CLNC DEL <b>123.9</b>
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6000 ↑	CEBEM ✱	314° track	HEVRO ✱	072° track ↗	BANYO △	KNOBB
CATEGORY	A		B		C	D
CIRCLING	2400-1¼ 922 (1000-1¼)		2420-1¼ 942 (1000-1¼)		2420-2¾ 942 (1000-2¾)	NA

MIRL Rwy 7L-25R and 7R-25L  
REIL Rwy 7L, 7R, 25L, and 25R

PHOENIX, ARIZONA  
Orig-A 09127

33°41'N-112°05'W

PHOENIX DEER VALLEY (DVT)  
RNAV (GPS)-B

SW-4. 21 OCT 2010 to 18 NOV 2010



APP CRS <b>285°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1478</b>
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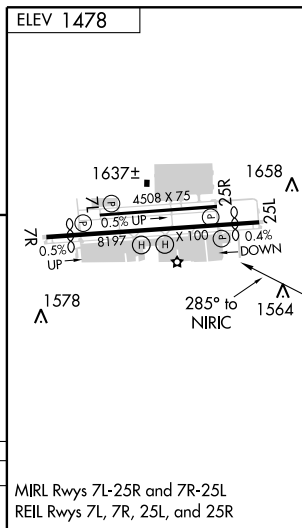
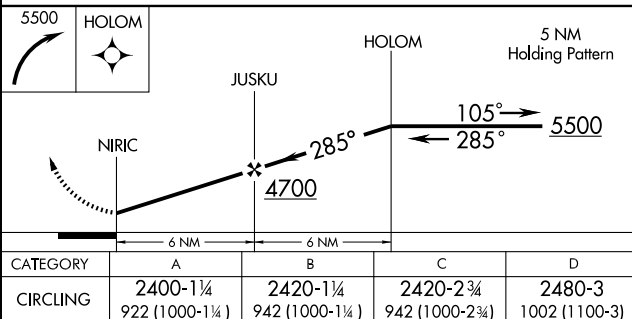
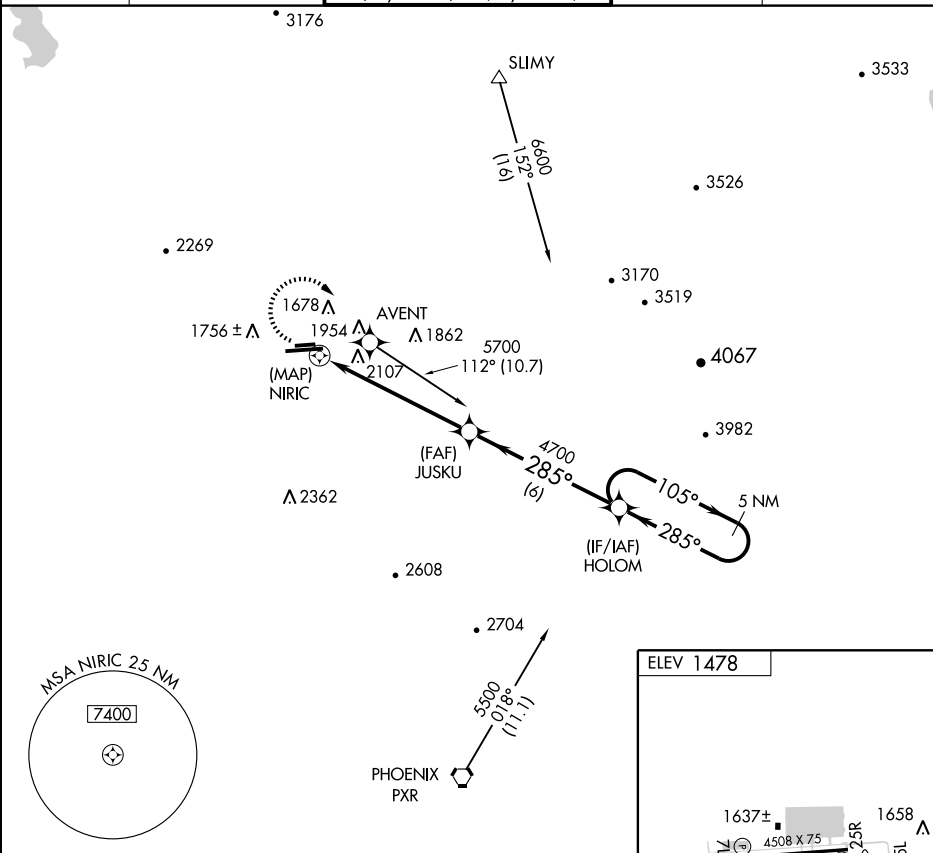
# RNAV (GPS)-C

## PHOENIX DEER VALLEY (DVT)

**▼** DME/DME RNP-0.3 NA.  
**▲** Circling not authorized north of Rwy 7R-25L at night.  
 When VGSI inoperative, circling to Rwy 25R not authorized at night.

MISSED APPROACH: Climbing right turn to 5500 direct  
 HOLOM and hold, continue climb-in-hold to 5500.

ATIS <b>126.5</b>	PHOENIX APP CON <b>120.7 239.0</b>	DEER VALLEY TOWER ★ <b>118.4 (CTAF) 120.2</b> (Rwy 7R-25L) (Rwy 7L-25R)	GND CON <b>121.8</b>	CLNC DEL <b>123.9</b>
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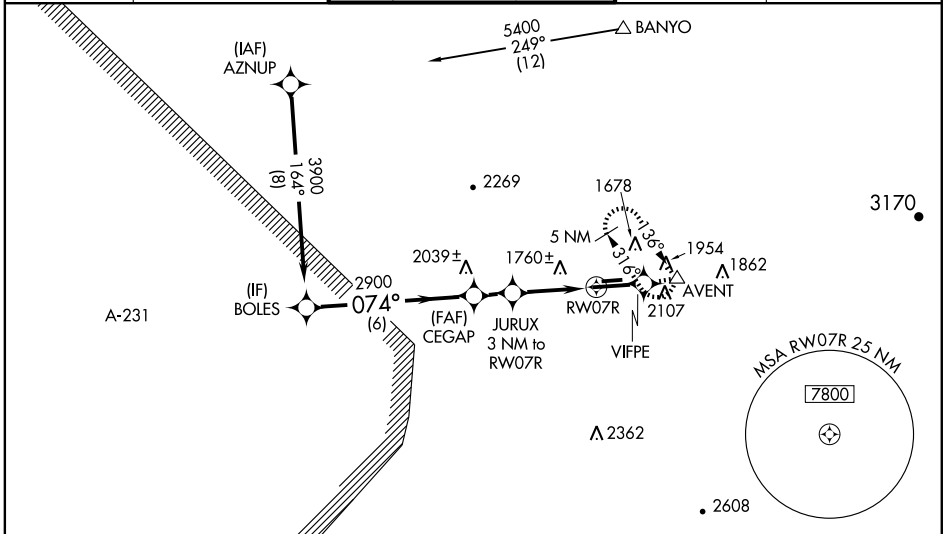


Rwy Idg	<b>7299</b>
TDZE	<b>1460</b>
Apt Elev	<b>1478</b>

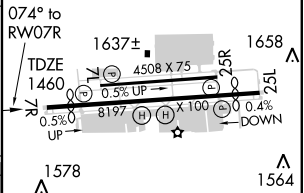
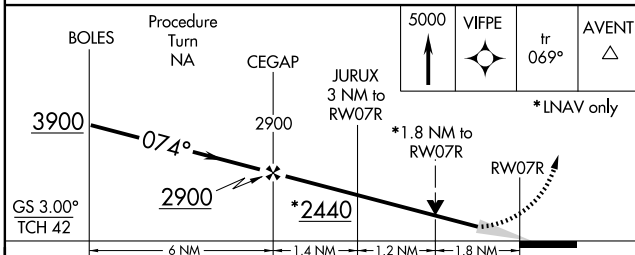
**RNAV (GPS) RWY 7R**  
PHOENIX DEER VALLEY (DVT)

**MISSED APPROACH:** Climb to 5000 direct VIFPE and track 069° to AVENT and hold, continue climb-in-hold to 5000. When directed by ATC, continue climb-in-hold to 7000.

CLNC DEL  
**123.9**



ELEV 1478



CATEGORY	A	B	C	D
LPV DA	1779-1¼ 319 (400-1¼)			
RNAV/ VNAV DA	2106-2¼ 646 (700-2¼)			
RNAV MDA	2060-1 600 (600-1)	2060-1½ 600 (600-1½)	2060-1¾ 600 (600-1¾)	
CIRCLING	2400-1¼ 922 (1000-1¼)	2420-1¼ 942 (1000-1¼)	2420-2¾ 942 (1000-2¾)	2460-3 982 (1000-3)

MIRL Rwys 7L-25R and 7R-25L  
REIL Rwys 7L, 7R, 25L, and 25R

SW-4, 21 OCT 2010 to 18 NOV 2010

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# RNAV (GPS) RWY 25L

## PHOENIX DEER VALLEY (DVT)

**MISSED APPROACH:** Climb to 6000 direct BOLES, and via 314° track to HEVRO, and right turn via 072° track to BANYO and hold.

HEVRO

BOLES

MSA RW25L 25 NM

7400

ELEV 1478

POURS

BANYO

PHOENIX PXR

5279

4072

3822

5204

8200

146° (23.2)

5013

3586

3533

4699

3176

4698

4722

2997

3651

4360

4565

314°

072°

6 NM

336°

56°

6300

105°

(17.7)

3526

5100

254° (4.2)

(FAF) FECEV

3170

3519

(IF/IAF) CIPLU

259°

079°

5 NM

3982

4067

DUYAC

4700

254° (1.8)

4.4 NM to RW25L

GIGEC

2107

1862

1954

1678

1756 ±

2269

2362

2608

2704

6300

129°

(19.3)

ELEV 1478

254° to RW25L

1637±

4508 X 75

1658

0.5% UP

8197

0.4% DOWN

7R

25L

25R

TDZE

1578

1475

1564

MIRMIL Rwy 7L-25R and 7R-25L  
REIL Rwy 7L, 7R, 25L, and 25R

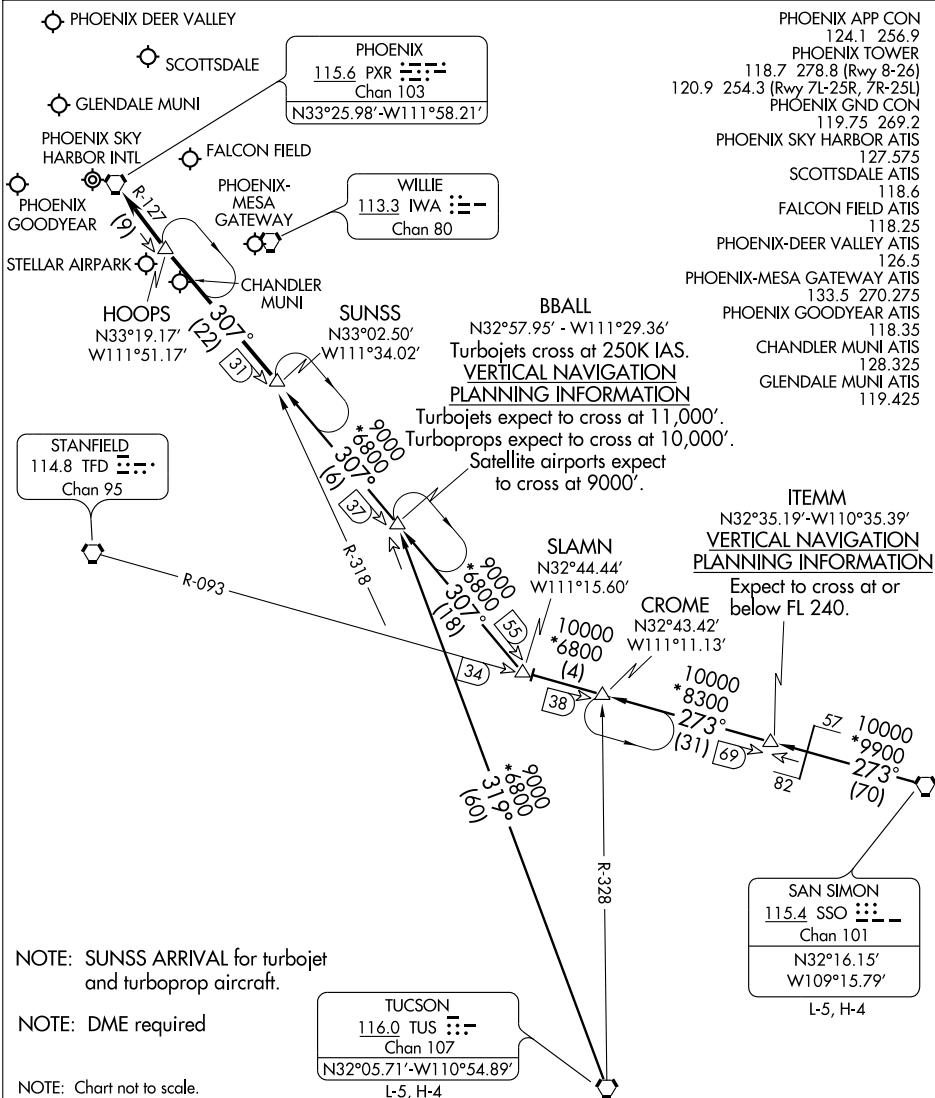
SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4. 21 OCT 2010 to 18 NOV 2010

## SUNSS SIX ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA



**SAN SIMON TRANSITION (SSO.SUNSS6):** From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

**TUCSON TRANSITION (TUS.SUNSS6):** From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

## SUNSS SIX ARRIVAL

PHOENIX, ARIZONA

## AIRPORT DIAGRAM

PHOENIX-MESA GATEWAY (IWA)  
PHOENIX, ARIZONA

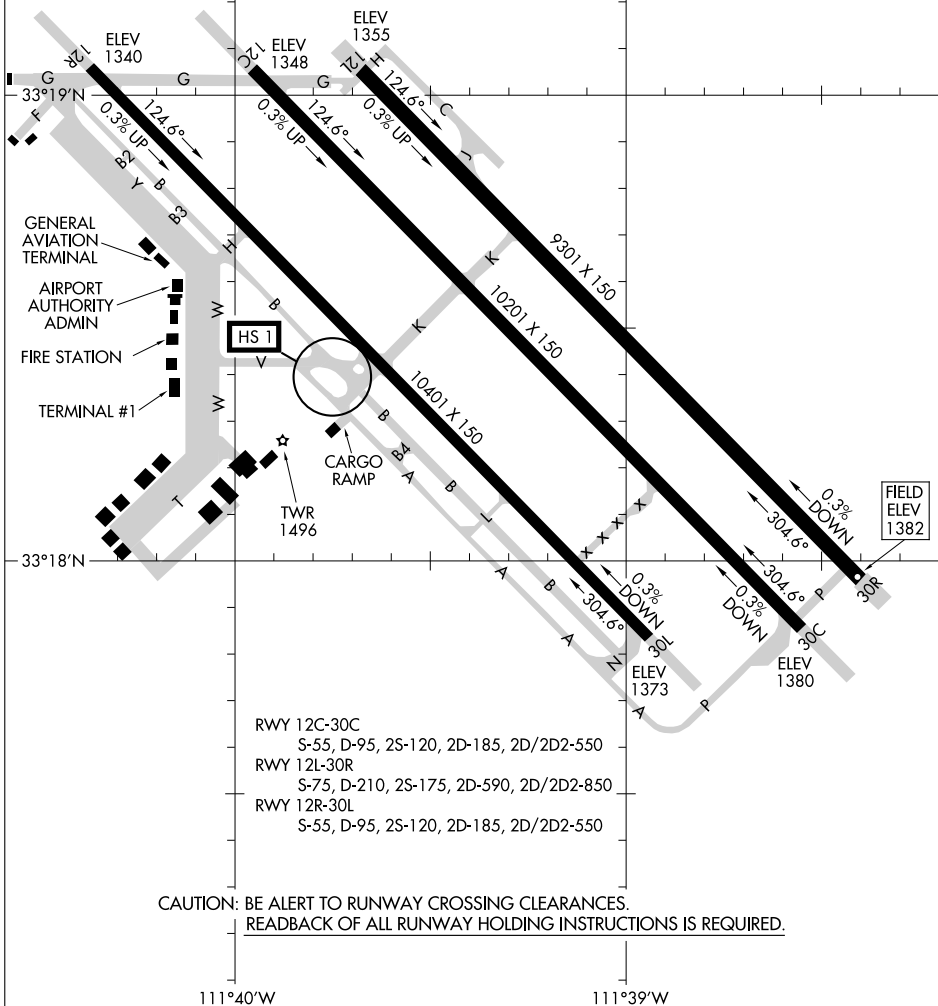
ATIS  
133.5 270.275  
GATEWAY TOWER ★  
120.6 (CTAF) 289.4 WEST  
124.75 379.225 EAST  
GND CON  
128.25 275.8  
CLNC DEL  
135.05

AL-74 (FAA)

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010



## AIRPORT DIAGRAM

PHOENIX, ARIZONA  
PHOENIX-MESA GATEWAY (IWA)

**PHOENIX-MESA GATEWAY**

(IWA) 9 E UTC-7 N33°18.47' W111°39.33'

**PHOENIX**

1382 B S1 FUEL 100LL, JET A OX 3, 4 TPA—See Remarks Class I, ARFF Index C

H-4J, L-5B, A

NOTAM FILE IWA

IAP, AD

RWY 12R-30L: H10401X150 (CONC) S-55, D-95, 2S-120, 2D-185, 2D/2D2-550 MIRL

RWY 12R: Rgt t/c. 0.3% up.

RWY 30L: 0.3% down.

RWY 12C-30C: H10201X150 (CONC-ASPH) S-55, D-95, 2S-120, 2D-185, 2D/2D2-550 HIRL

RWY 12C: PAPI(P4L)—GA 3.0° TCH 50'. 0.3% up.

RWY 30C: PAPI(P4L)—GA 3.00° TCH 41'. 0.3% down.

RWY 12L-30R: H9301X150 (CONC) S-75, D-210, 2S-175, 2D-590, 2D/2D2-850 HIRL

RWY 12L: REIL. PAPI(P4L)—GA 3.0° TCH 74'. 0.3% up.

RWY 30R: REIL. PAPI(P4L)—GA 3.0°. TCH 75'. Rgt t/c. 0.3% down.

**AIRPORT REMARKS:** Attended continuously. Fuel avbl continuously ctc 480-988-7700 or 129.875. Be alert for crop dusting activity at or below 2000' MSL 3 miles west of the apch end of Rwy 12R. Be alert for crop dusting activity at or below 2000' MSL between 2 and 3 miles on apch for Rwy 30R, Rwy 30L and Rwy 30C.

Occasional wildlife invof arpt. Rwy 12C first 1000' conc, Rwy 30C first 3500' conc, remaining center portion asph. All VFR transitions ctc twr on 124.75. Large/heavy acft taxi with inboard engines only. Twy W rstd to acft with wing span less than 118'.

Twy Y rstd to acft with wing span less than 79'. 7' chain link fence on southern portion of middle ramp.

Voluntary noise abatement procedures in effect. Avoid low overflight of noise sensitive areas surrounding arpt.

For noise abatement information ctc arpt 480-988-7637 between 1300-0500Z or 480-988-7700 between 0500-1300Z. TPA—Fixed Wing 2600(1218), Jet 3100(1718), Rotorcraft 2100(718). No ldg fee for U.S.

Government owned, non-revenue and flight training acft up to 35,000 lbs. For REIL Rwy 12L and Rwy 30R ctc twr.

**WEATHER DATA SOURCES:** AWOS-3 133.5 (480) 988-9428. HIWAS 113.3 IWA.**COMMUNICATIONS:** CTAF 120.6 ATIS 133.5**PHOENIX APP/DEP CON 124.9**

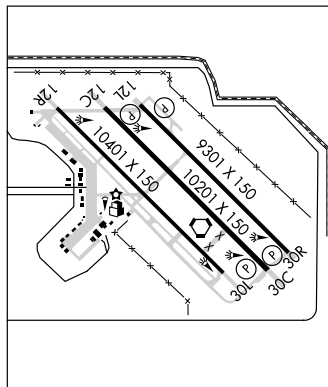
GATEWAY TOWER 118.8 (Helicopter) 120.6 (West) 124.75 (East) 1300-0400Z GND CON 128.25

CLNC DEL 135.05

**AIRSPACE:** CLASS D svc 1300-0400Z other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE IWA.

WILLIE (L) VORTACW 113.3 IWA Chan 80 N33°18.19' W111°39.09' at fld. 1370/13E. HIWAS.

ILS 110.15 I-IWA Rwy 30C. Class IE. ILS unmonitored when twr clsd. LOC unusable byd 25° left of course. Back course unusable.

**PIMA****FLYING J RANCH**

(E37) 4 SW UTC-7 N32°50.87' W109°52.90'

**PHOENIX**

3114 NOTAM FILE PRC

RWY 18-36: 2950X45 (DIRT)

RWY 18: Brush. RWY 36: Brush.

RWY 07-25: 1650X48 (DIRT)

**AIRPORT REMARKS:** Attended continuously. Rwy 18-36 28' power pole 67' west of Rwy 700' north of Rwy 36 thld. Rwy 18-36 north 800' extremely rough, rutted and has large rocks. Drop-offs on sides of both rwys and ends. Rwy 18-36 4'-6' brush in primary surface, both sides. Rwy 18-36 south 540' 45' wide, north 240' 80' wide. Arpt gate access code 1229.

**COMMUNICATIONS:** CTAF 122.9**PINAL AIRPARK**

(See MARANA)

**PLEASANT VALLEY**

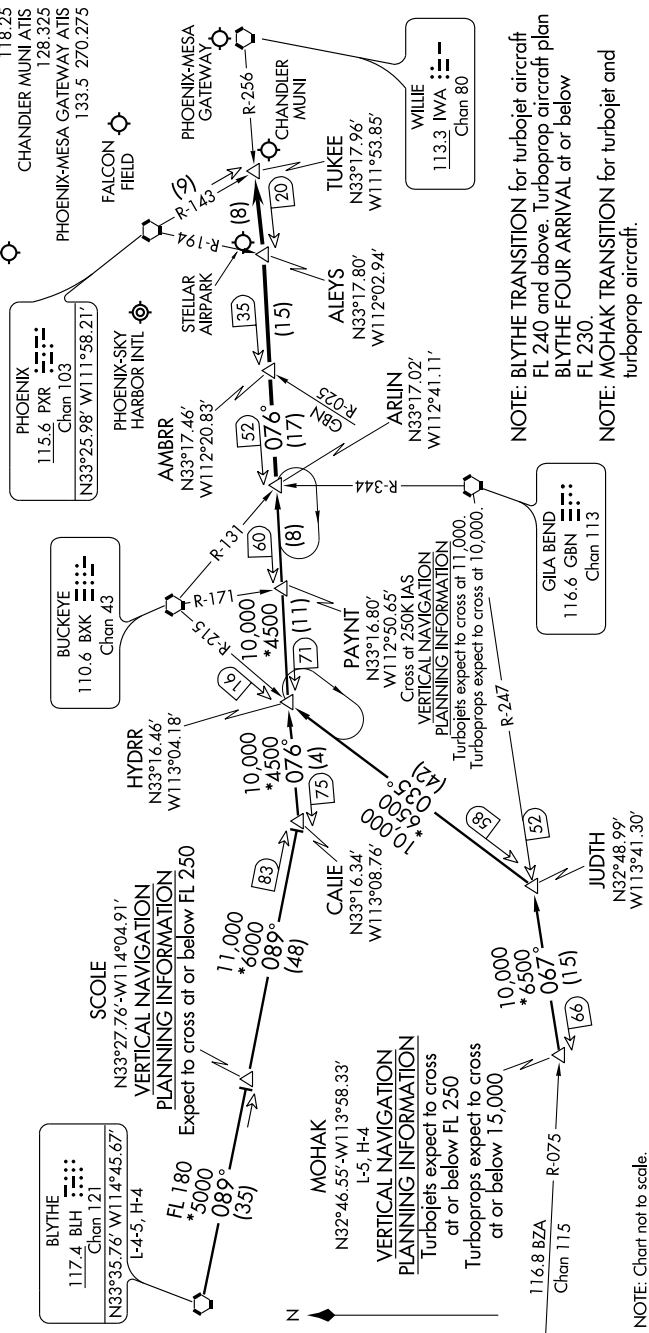
(See PEORIA)

# ARLIN THREE ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA

**BLYTHE TRANSITION (BLH.ARLIN3):** From over BLH VORTAC via BLH R-089 and IWA R-256 to ARLIN INT. Thence....  
**MOHAK TRANSITION (MOHAK.ARLIN3):** From over MOHAK INT via GBN R-247 and BKK R-215 to HYDRR INT, then via IWA R-256 to ARLIN INT. Thence....  
.....From over ARLIN INT:  
**PHOENIX SKY HARBOR INTL:** Rwy 7L/R or 8: Expect vectors after ARLIN INT to final approach course; Rwy 25L/R or 26: via IWA R-256 to TUKEE INT. Expect vectors prior to TUKEE INT to final approach course.  
**SATELLITE AIRPORTS:** Expect vectors after passing TUKEE INT.  
**LOST COMMUNICATIONS:** After ARLIN INT, via IWA R-256 and PXR R-143 to PXR VORTAC.



# ARLIN THREE ARRIVAL

PHOENIX, ARIZONA

BLYTHE FOUR ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA

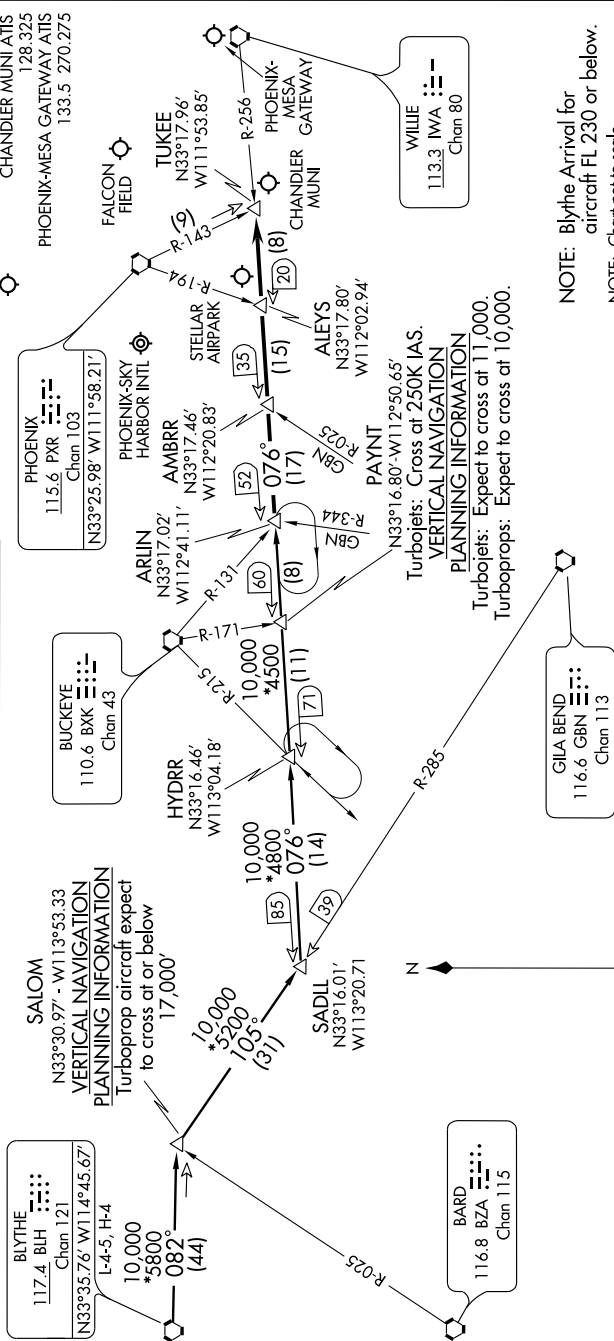
010Z AON 81. 01 010Z 100 12 'b-mS

BLYTHE TRANSITION (BLH.BLH4): From over BLH VORTAC via BLH R-082 to SALOM INT, then via GBN R-285 and IWA R-256 to ARLIN INT. Thence . . . . From over ARLIN INT:

PHOENIX SKY HARBOR INTL: Rwy 7L/R or 8: Expect radar vectors after passing ARLIN INT to final approach course; Rwy 25L/R or 26: via IWA R-256 to TUKEE INT, expect radar vectors prior to TUKEE INT to final approach course.

ALL SATELLITE AIRPORTS: Expect radar vectors after passing TUKEE INT.

LOST COMMUNICATIONS: After ARLIN INT, via IWA R-256 and PXR R-143 to PXR VORTAC.



BLYTHE FOUR ARRIVAL

PHOENIX, ARIZONA



## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
LAS VEGAS, NV		
McCARRAN INTL (LAS)	HS 1	Rwy 01R-19L, Twy S and the ramp.
	HS 2	Rwy 01R-19L and Rwy 01L-19R, Twy U.
	HS 3	Rwy 01R-19L and Rwy 01L-19R, Twy Y.
	HS 4	Rwy 07L and Rwy 01L, co-located rwy holding position markings.
	HS 5	Twy E.
LAS VEGAS, NV		
NORTH LAS VEGAS (VGT)	HS 1	Rwy 07, Twy G and Twy F.
	HS 2	Rwy 12R, Twy G.
	HS 3	Rwy 12R, Twy A and Twy B.
	HS 4	Rwy 12L, Twy A.
MESA, AZ		
FALCON FIELD (FFZ)	HS 1	Rwy 04R-22L, Twy B and Twy D
MINDEN, NV		
MINDEN-TAHOE (MEV)	HS 1	Complex int.
	HS 2	Frequent crossings for sailplane operations.
PHOENIX, AZ		
PHOENIX-MESA GATEWAY (IWA)	HS 1	Twy V, Twy B, and Twy K complex int.
PHOENIX, AZ		
PHOENIX SKY HARBOR INTL (PHX)	HS 1	Pilots sometimes mistake Twy F for Rwy 07L or Rwy 07R.
	HS 2	Pilots sometimes cross Rwy 07L-25R at Twy F8, Twy F9, or Twy F10, without authorization.
PROVO, UT		
PROVO MUNI (PVU)	HS 1	Twy A and Twy A3 close proximity to ramp and rws.
RENO, NV		
RENO/TAHOE INTL (RNO)	HS 1	Rwy 07-25, Twy A and Twy B.
	HS 2	Twy C and the ramp.
	HS 3	Rwy 16L, Twy C and Twy D.
SALT LAKE CITY, UT		
SALT LAKE CITY INTL (SLC)	HS 1	Hold line on apch end of Rwy 32 protects Rwy 35.
	HS 2	Confusing int. Twy K2 ramp in close proximity to Rwy 17-35.
	HS 3	Area not visible from control twr.
TUCSON, AZ		
RYAN FIELD (RYN)	HS 1	Rwy 33 and Rwy 06R, Twy B.
TUCSON, AZ		
TUCSON INTL (TUS)	HS 1	Twy A, Twy D and Twy A3, complex int.
	HS 2	Rwy 11L and Rwy 11R apch areas.
	HS 3	Rwy 29R and Rwy 29L.
	HS 4	Twy A5 and Twy A6 in close proximity of Rwy 11L-29R.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-IWA <b>110.15</b>	APP CRS <b>303°</b>	Rwy Idg TDZE Apt Elev <b>10201</b> <b>1380</b> <b>1382</b>
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# ILS or LOC RWY 30C

## PHOENIX-MESA GATEWAY (IWA)

**⚠** When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all DA/MDA 80 feet, increase S-ILS 30C, S-LOC 30C all Cats visibility ¼ mile, circling Cats A/B/C visibility ¼ mile, Cat E ½ mile.

**MISSED APPROACH:** Climb to 2800 then climbing right turn to 5000 via heading 145° and IWA VORTAC R-015 to IWA VORTAC and hold, continue climb-in-hold to 5000 (TACAN aircraft continue via IWA VORTAC R-122 to HALB/9.9 DME and hold, continue climb-in-hold to 5000, hold SE, LT, 302° inbound).

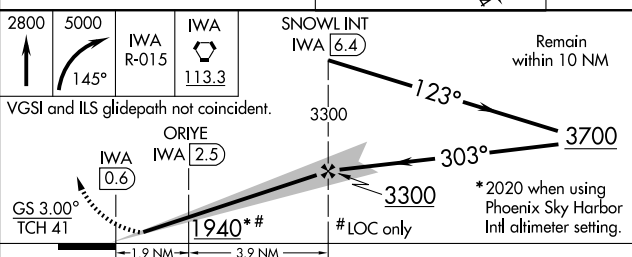
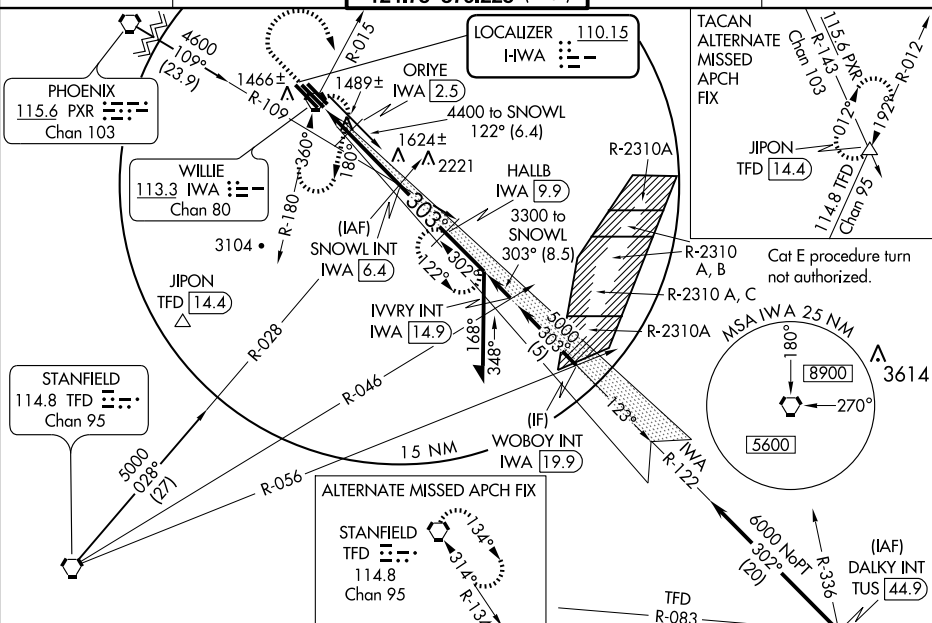
ATIS  
**133.5 270.275**

PHOENIX APP CON  
**124.9 353.8**

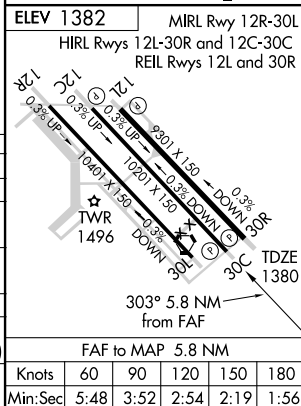
GATEWAY TOWER ★  
**120.6 (CTAF) 289.4 (WEST)**  
**124.75 379.225 (EAST)**

GND CON  
**128.25 275.8**

CLNC DEL  
**135.05**



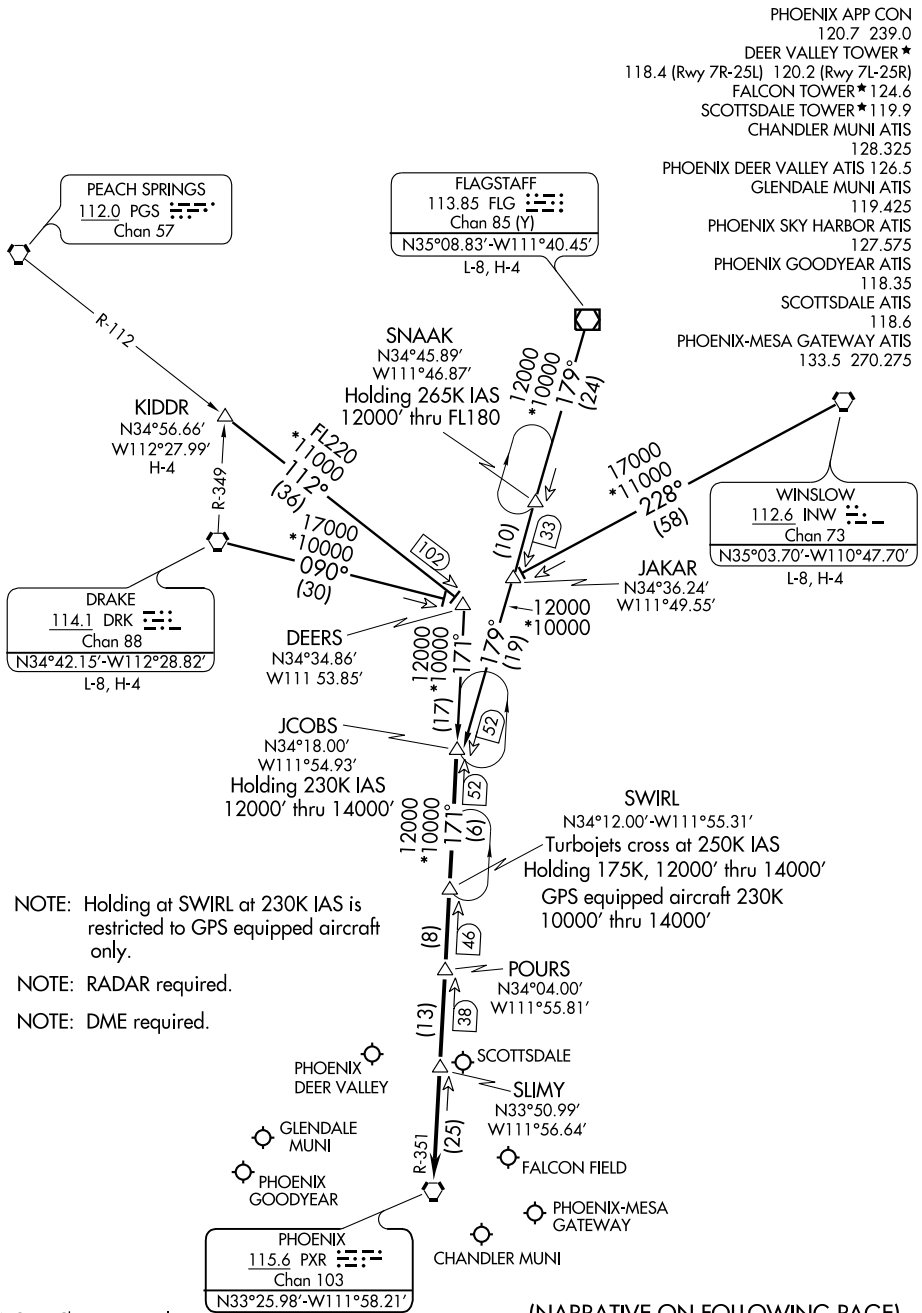
CATEGORY	A	B	C	D	E
S-ILS 30C	1580-¾ 200 (200-¾)				
S-LOC 30C	1940-1	560 (600-1)	1940-1½ 560 (600-1½)	1940-1¾ 560 (600-1¾)	1940-2 560 (600-2)
CIRCLING	1940-1	558 (600-1)	1940-1½ 558 (600-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)
ORIYE FIX MINIMUMS					
S-LOC 30C	1800-1	420 (500-1)	1800-1¼ 420 (500-1¼)	1800-1½ 420 (500-1½)	
CIRCLING	1800-1 418 (500-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	598 (600-2)



(JCBS.JCBS2) 09351  
JCBS TWO ARRIVAL

ST-5651 (FAA)

SCOTTSDALE, ARIZONA



(NARRATIVE ON FOLLOWING PAGE)

## JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

## ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

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SW-4, 21 OCT 2010 to 18 NOV 2010

(PXR1.PXR) 10098


SL-74 (FAA)


PHOENIX-MESA GATEWAY (IWA)

PHOENIX, ARIZONA

# PHOENIX ONE DEPARTURE (OBSTACLE)

ATIS  
133.5 270.275  
CLNC DEL  
135.05  
GND CON  
128.25 275.8  
GATEWAY TOWER ★  
120.6 (CTAF) 289.4 (WEST)  
124.75 379.225 (EAST)  
PHOENIX DEP CON  
124.9 353.8

PHOENIX  
115.6 PXR   
Chan 103  
N33°25.98'-W111°58.21'  
L-5, H-4

WILLIE  
113.3 IWA   
Chan 80  
N33°18.19'-W111°39.09'

122°  
2700  
R-122

NOTE: Chart not to scale.

## TAKE-OFF MINIMUMS

Rwys 12L, 12C, 12R, 30L, 30C, 30R: Standard.

## TAKE-OFF OBSTACLE NOTES

Rwy 30L/C/R: Trees beginning 351' from DER, 351' left of centerline, up to 20' AGL/1359' MSL.  
Trees beginning 689' from DER, 398' right of centerline, up to 20' AGL/1359' MSL.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 12L/C/R: Climb to 2700 via IWA VORTAC R-122 then right turn direct PXR VORTAC.

TAKE-OFF RUNWAYS 30L/C/R: Climbing right turn to 4000 direct IWA VORTAC and IWA VORTAC R-122 then right turn direct PXR VORTAC.

# PHOENIX ONE DEPARTURE (OBSTACLE)

(PXR1.PXR) 10098

PHOENIX, ARIZONA  
PHOENIX-MESA GATEWAY (IWA)

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>58200</b> <b>W12A</b>	APP CRS <b>123°</b>	Rwy Idg TDZE <b>1358</b> Apt Elev <b>1382</b>
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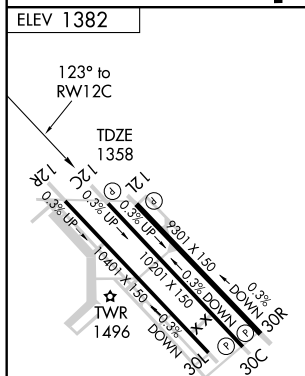
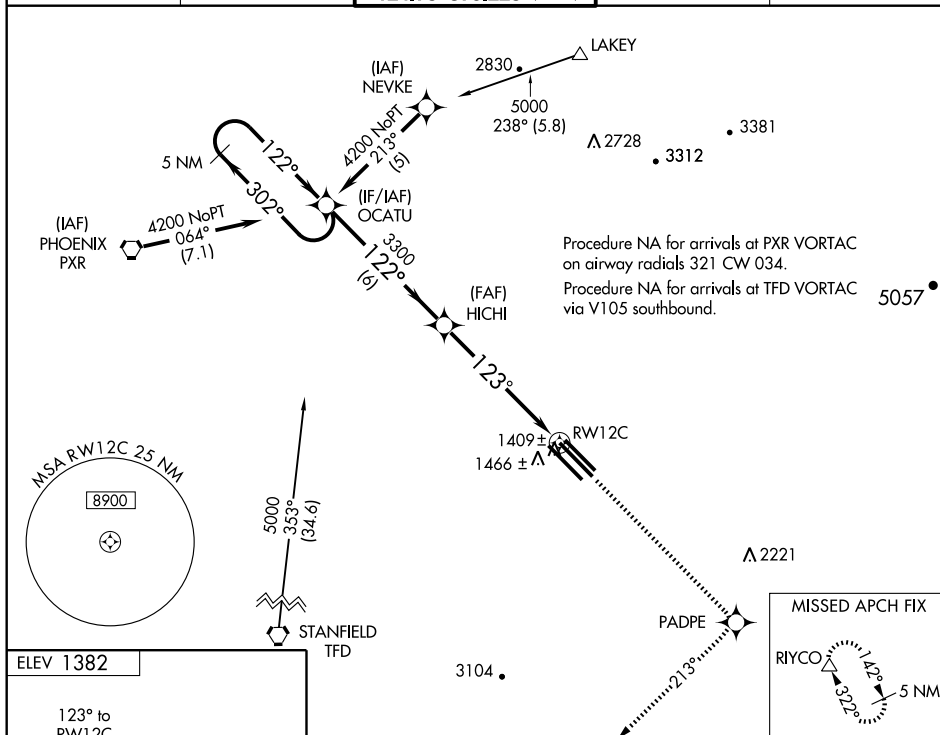
# RNAV (GPS) RWY 12C

PHOENIX-MESA GATEWAY (IWA)

**▼** DME/DME RNP-0.3 NA.  
For uncompensated Baro-VNAV systems LNAV/VNAV NA  
below -17°C (2°F) or above 46°C (115°F).

MISSED APPROACH: Climb to 5000 direct PADPE and  
via 213° track to RIYCO and hold.

ATIS <b>133.5 270.275</b>	PHOENIX APP CON <b>124.9 353.8</b>	GATEWAY TOWER ★ <b>120.6 (CTAF) 289.4 (WEST)</b> <b>124.75 379.225 (EAST)</b>	GND CON <b>128.25 275.8</b>	CLNC DEL <b>135.05</b>
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5 NM Holding Pattern			OCATU		HICHI		5000 ↑		PADPE ✦		213° track		RIYCO △	
4200			← 302° 122° →		122°		3300		123°		* 1.1 NM to RW12C		* LNAV only	
GS 3.00° TCH 50					6 NM		4.8 NM		1.1					
CATEGORY			A		B		C		D		E			
LPV DA							1608-1 250 (300-1)							
LNAV/VNAV DA							1685-1¼ 327 (400-1¼)							
LNAV MDA							1740-1 382 (400-1)				1740-1¼ 382 (400-1¼)			
CIRCLING			1800-1¼ 418 (500-1¼)		1840-1¼ 458 (500-1¼)		1840-1½ 458 (500-1½)				1940-2 558 (600-2)			



RNAV (GPS) RWY 30C  
PHOENIX-MESA GATEWAY (IWA)

**MISSED APPROACH:** Climb to 5000  
direct IBIXE and via 213° track to SACAT  
and 142° track to GICGE and hold.

SW-4, 21 OCT 2010 to 18 NOV 2010

ELEV 1382

12R  
0.3% UP  
1000' X 150'

12L  
0.3% UP  
1000' X 150'

30R  
0.3% DOWN  
1000' X 150'

30C  
0.3% DOWN  
1000' X 150'

TWR 1496

TDZE 1380

303° to RW30C

MIRL Rwy 12R-30L  
HIRL Rwys 12L-30R and 12C-30C  
REIL Rwys 12L and 30R



APP CRS  
303°

Rwy Idg	<b>10401</b>
TDZE	<b>1373</b>
Apt Elev	<b>1382</b>

## RNAV (GPS) RWY 30L

PHOENIX-MESA GATEWAY (IWA)



When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting.  
VDP NA with Phoenix Sky Harbor Intl altimeter setting.  
DME/DME RNP- 0.3 NA.

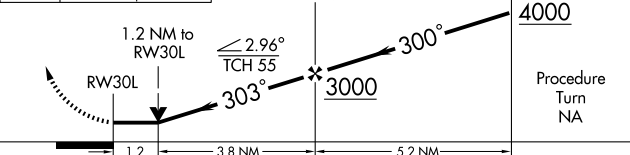
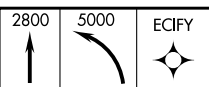
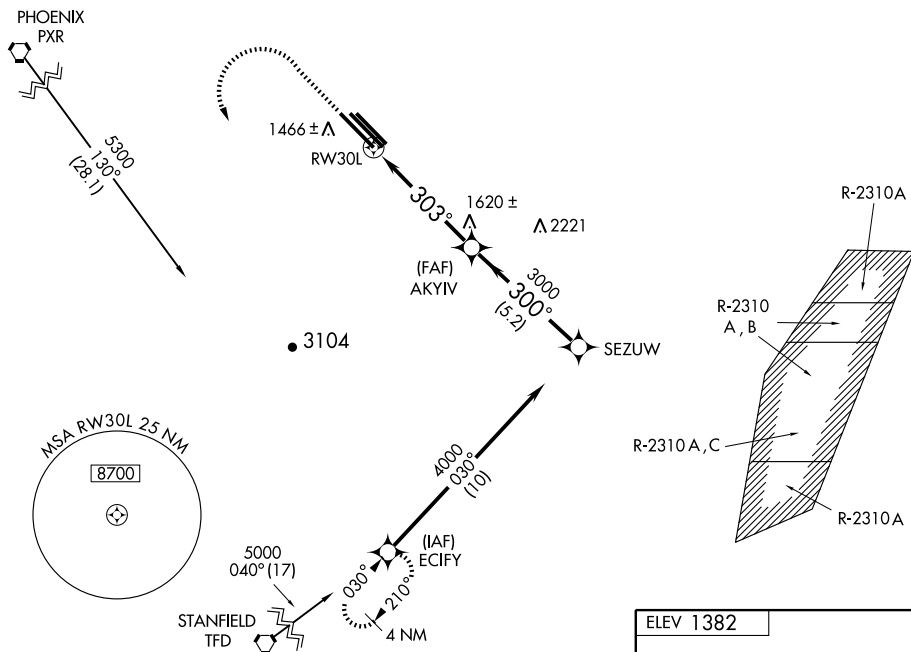
**MISSED APPROACH:** Climb to 2800 then climbing left turn to 5000 to ECIFY WP and hold.

ATIS  
133.5 270.275

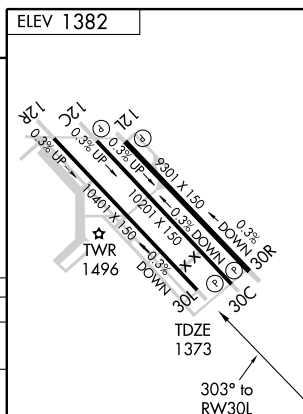
PHOENIX APP CON  
124.9 353.8

GATEWAY TOWER ★  
120.6 (CTAF) 289.4 (WEST)  
124.75 379.225 (EAST)

GND CON  
128.25 275.8

CLNC DEL  
135.05

CATEGORY	A	B	C	D	E
LNAV MDA	1800-1	427 (500-1)	1800-1½ 427 (500-1½)	1800-1½	427 (500-1½)
CIRCLING	1800-1 418 (500-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2	558 (600-2)
PHOENIX SKY HARBOR INTL ALTIMETER SETTING MINIMUMS					
LNAV MDA	1880-1	507 (600-1)	1880-1½	507 (600-1½)	1880-1¾ 507 (600-1¾)
CIRCLING	1880-1 498 (500-1)	1920-1 538 (600-1)	1920-1½ 538 (600-1½)	1940-2 558 (600-2)	2000-2¼ 618 (700-2¼)



PHOENIX, ARIZONA  
Orig-A 10098

33°18'N-111°39'W

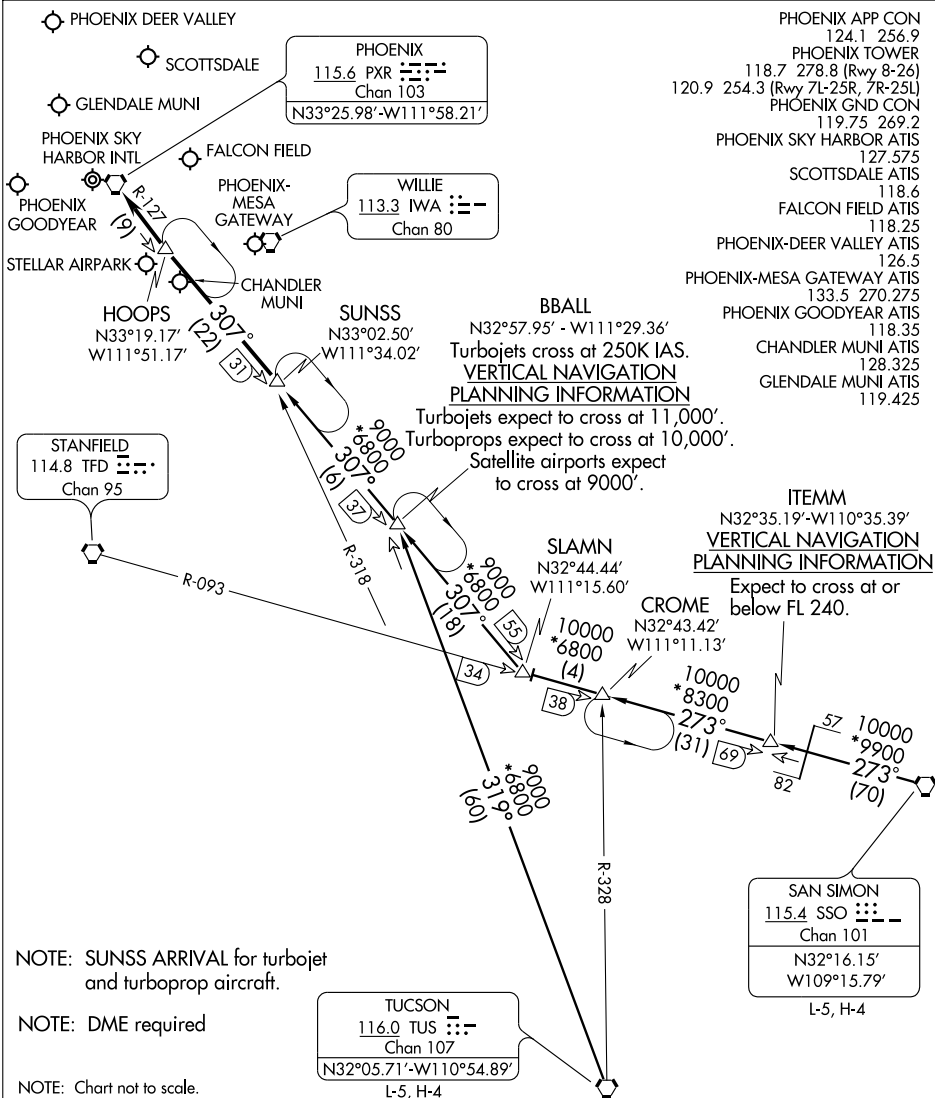
PHOENIX-MESA GATEWAY (IWA)  
RNAV (GPS) RWY 30L

SW-4. 21 OCT 2010 to 18 NOV 2010

## SUNSS SIX ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

**SAN SIMON TRANSITION (SSO.SUNSS6):** From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

**TUCSON TRANSITION (TUS.SUNSS6):** From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

## SUNSS SIX ARRIVAL

PHOENIX, ARIZONA

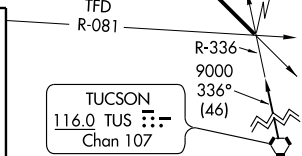
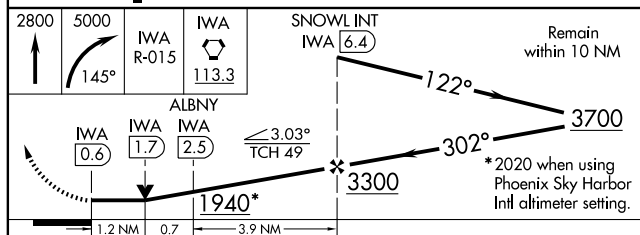
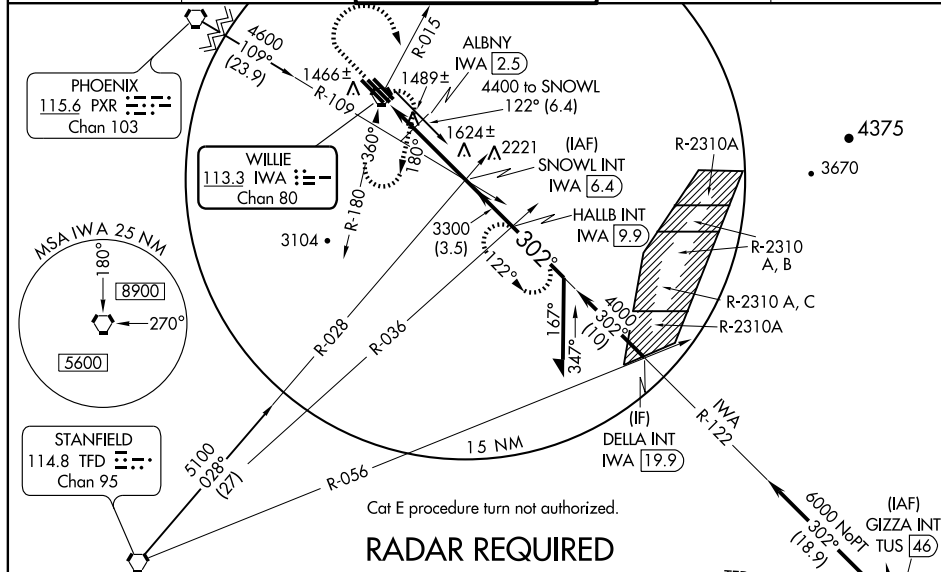
VORTAC IWA <b>113.3</b> Chan <b>80</b>	APP CRS <b>302°</b>	Rwy Idg 30C <b>10201</b> TDZE <b>1380</b> Apt Elev <b>1382</b>	Rwy Idg 30R <b>9301</b> TDZE <b>1382</b> Apt Elev <b>1382</b>
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VOR or TACAN RWY 30C  
PHOENIX-MESA GATEWAY (IWA)

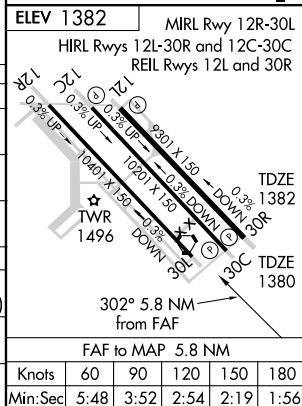
**T** When local altimeter setting not received, use Phoenix  
**A** Sky Harbor Intl altimeter setting and increase all MDA  
80 feet, increase S-30C, SIDESTEP 30R all Cats visibility  
¼ mile, circling Cats A/B/C visibility ¼ mile, Cat E ½ mile.

**MISSED APPROACH:** Climb to 2800 then climbing right turn to 5000 via heading 145° and IWA VORTAC R-015 to IWA VORTAC and hold, continue climb-in-hold to 5000 (TACAN aircraft continue via IWA VORTAC R-122 to HALLB INT/IWA 9.9 DME and hold, continue climb-in-hold to 5000, hold SE, LT, 302° inbound).

ATIS 133.5 270.275	PHOENIX APP CON 124.9 353.8	GATEWAY TOWER ★ 120.6 (CTAF) 289.4 (WEST) 124.75 379.225 (EAST)	GND CON 128.25 275.8	CLNC DEL 135.05
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CATEGORY	A	B	C	D	E
S-30C	1940-1	560 (600-1)	1940-1½ 560 (600-1½)	1940-1¾ 560 (600-1¾)	1940-2 560 (600-2)
SIDESTEP 30R	1940-1	558 (600-1)	1940-1½ 558 (600-1½)	1940-2	558 (600-2)
CIRCLING	1940-1	558 (600-1)	1940-1½ 558 (600-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)
DME MINIMUMS					
S-30C	1800-1	420 (500-1)	1800-1¼	420 (500-1¼)	1800-1½ 420 (500-1½)
SIDESTEP 30R	1800-1	418 (500-1)	1800-1½ 418 (500-1½)	1800-2	418 (500-2)
CIRCLING	1800-1 418 (500-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)





**PHOENIX SKY HARBOR INTL** (PHX) 3 E UTC-7 N33°26.06' W112°00.70'

**PHOENIX**

1135 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks

H-4J, L-5B, A

LRA Class I, ARFF Index D NOTAM FILE PHX

IAP, AD

**Rwy 08-26:** H11489X150 (CONC-GRVD) S-30, D-170, 2S-175,

2D-280, 2D/2D2-620 HIRL

**Rwy 08:** MALS F. PAPI(P4L)—GA 3.0° TCH 71'. Thld dsplcd 898'.

Building.

**Rwy 26:** REIL, PAPI(P4L)—GA 3.0° TCH 70'. Road. Rgt tfc.

**Rwy 07L-25R:** H10300X150 (CONC-GRVD) S-30, D-200, 2S-175,

2D-400, 2D/2D2-620 HIRL

**Rwy 07L:** MALS R. PAPI(P4L)—GA 3.0° TCH 73'. Pole. Rgt tfc.

**Rwy 25R:** PAPI(P4L)—GA 3.0° TCH 55'. Antenna.

**Rwy 07R-25L:** H7800X150 (CONC-GRVD) S-30, D-200, 2S-175,

2D-400, 2D/2D2-620 HIRL

**Rwy 07R:** MALS R. PAPI(P4L)—GA 3.0° TCH 57'.

**Rwy 25L:** MALS R. PAPI(P4L)—GA 3.0° TCH 49'. Antenna.

#### RUNWAY DECLARED DISTANCE INFORMATION

**Rwy 08:** TORA-11489 TODA-11489 ASDA-11489 LDA-10591

**Rwy 26:** TORA-11489 TODA-11489 ASDA-11489 LDA-11489

**AIRPORT REMARKS:** Attended continuously. Bird activity within 10 miles

of arpt up to 10,000' MSL. PAEW invof Terminals 2, 3 and 4.

Training by civil turbojet acft prohibited except PPR. No

experimental flight or ground demonstration without written approval of aviation director phone 602-273-2072.

ASDE-X Surveillance System in use: Pilots should operate transponders with Mode C on all twys and rwys.

TPA—2135(1000) lgt acft and non-turbo jets; 2635(1500) heavy acft and turbojets. Noise abatement

procedures are in effect at all times contact 602-273-4300 for more information. Acft engine run-up for

maintenance prohibited exc PPR. Ctc duty supervisory (602) 273-2008. No engine runs on arpt between

0600-1200Z. Rwy 07L touchdown and Rwy 25R rollout rwy visual range avbl. Twy R and portions of Twy S and

Twy T directly blo the twr are non-visible areas from the twr. Phoenix Twr unable to provide ATC services to acft

while on Twr R, and portions of Twy S and Twy T. Twy A between Twy A1 and Twy A10 rstd to acft wingspan 125'

or less. Twy D rstd to acft wingspan 171' or less. Twy D between intersections Twy D8 and Twy D9 rstd to acft

with wingspan 135' or less. Landing fee. Overnight parking fee. Fee for all charters, travel clubs and certain

revenue producing aircraft. Flight Notification Service (ADCUS) available. NOTE: See Special

Notices—Continuous Power Facilities.

**WEATHER DATA SOURCES:** ASOS (602) 231-8557. TDWR.

**COMMUNICATIONS:** D-ATIS 127.575

RCO 122.6 122.2 (PRESCOTT RADIO)

**(R) APP/DEP CON** 124.1 (119°-138° 7500'-14,500') (192°-263° 7500'-12,500') 119.2 (319°-057° 7500' and abv)  
120.7 (319°-057° blo 7500') 123.7 (119°-138° blo 7500') (139°-191° blo 8500') 124.9 (058°-118° blo  
10,500') 126.8 (058°-118° 10,500' and abv) (119°-138° abv 14,500') (139°-191° 8500' and above)  
(192°-263° abv 12,500')

**TOWER** 118.7 (Rwy 08-26) 120.9 (Rwy 07R-25L and Rwy 07L-25R) **GND CON** 119.75 (North) 132.55 (South)

CLNC DEL 118.1

**AIRSPACE:** CLASS B See VFR Terminal Area Chart.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PRC.

**PHOENIX (H) VORTACW** 115.6 PXR Chan 103 N33°25.98' W111°58.21' 260° 2.1 NM to fld.  
1182/12E. HIWAS.

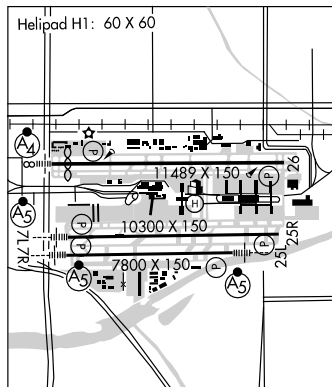
**ILS/DME** 111.75 I-SYQ Chan 54(Y) Rwy 08. Class IT. LOC back course unusable.

**ILS/DME** 111.75 I-CWJ Chan 54(Y) Rwy 26. Class IB. LOC back course unusable.

**ILS/DME** 110.75 I-AHA Chan 44 (Y) Rwy 07R. Class IB. DME also serves RJG ILS Rwy 25L.

**ILS/DME** 111.5 I-PHX Chan 52 Rwy 07L. Class IA. LOC front course unusable byd 15° left and rgt  
of centerline. LOC unusable within 0.3 NM of rwy thld.

**ILS/DME** 110.75 I-RJG Chan 44 (Y) Rwy 25L. Class IE. LOC unusable byd 25° left and right of  
course. DME unusable 0.6 NM inbound (Phoenix Sky Harbor Intl ILS apch only). DME also serves AHA ILS Rwy  
07R.



**HELIPAD H1:** H60X60 (CONC)

**HELIPORT REMARKS:** Helipad H1 weight bearing capacity 12,000 lbs gross weight.

PHOENIX SKY HARBOR INTL (PHX)

SW-4. 21 OCT 2010 to 18 NOV 2010

## BARGN ONE DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb via 078° course to ZILLA WP, then via 075° track to CHEZZ WP, then left turn direct BARGN WP, Thence....

TAKE-OFF RUNWAY 7R: Climb via 078° course to TRAGZ WP, then via 074° track to CHEZZ WP, then left turn direct BARGN WP, Thence....

TAKE-OFF RUNWAY 8: Climb via 078° course to PRIMY WP, then via 087° track to CHEZZ WP, then left turn direct BARGN WP, Thence....

....via (transition). Maintain 7000, expect filed altitude within three minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

COALDALE TRANSITION (BARGN1.OAL)

LYNSY TRANSITION (BARGN1.LYNSY)

NEEDLES TRANSITION (BARGN1.EED)

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

BLYTHE FOUR ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA

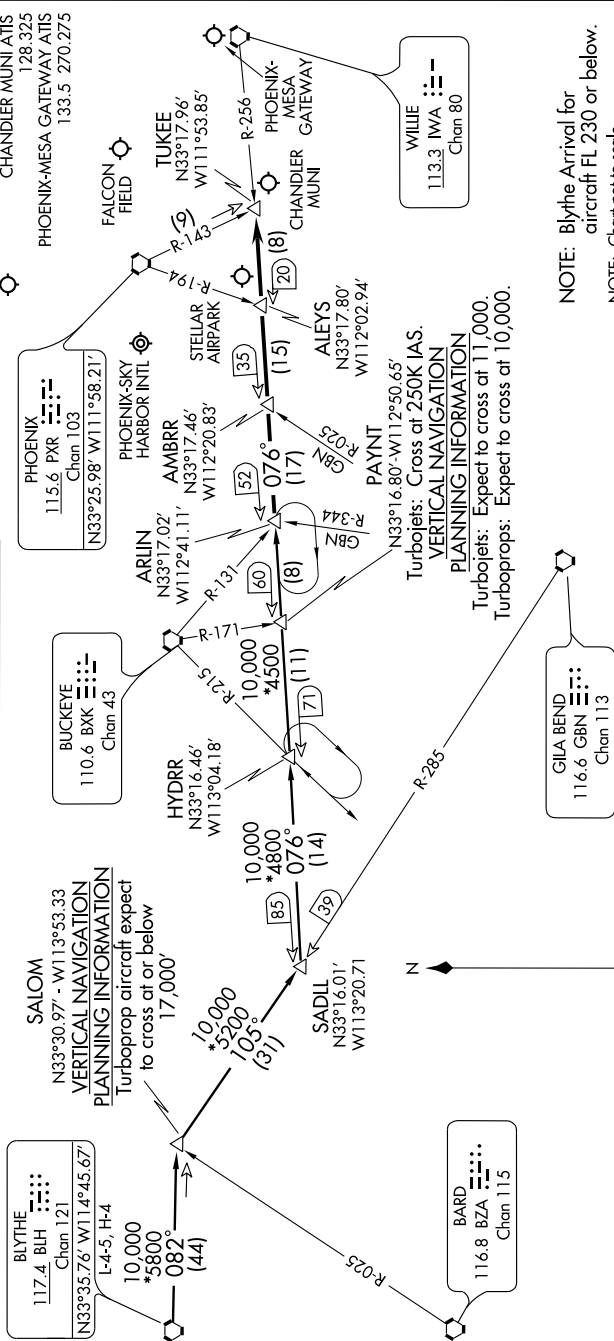
0101Z NOV 2010 12:12Z

**BLYTHE TRANSITION (BLH.BLH4):** From over BLH VORTAC via BLH R-082 to SALOM INT, then via GBN R-285 and IWA R-256 to ARLIN INT. Thence . . . . From over ARLIN INT:

**PHOENIX SKY HARBOR INTL:** Rwy 7L/R or 8: Expect radar vectors after passing ARLIN INT to final approach course; Rwy 25L/R or 26: via IWA R-256 to TUKEE INT, expect radar vectors prior to TUKEE INT to final approach course.

**ALL SATELLITE AIRPORTS:** Expect radar vectors after passing TUKEE INT.

**LOST COMMUNICATIONS:** After ARLIN INT, via IWA R-256 and PXR R-143 to PXR VORTAC.



BLYTHE FOUR ARRIVAL

PHOENIX, ARIZONA

NOTE: Blythe Arrival for aircraft FL 230 or below.  
NOTE: Chart not to scale.

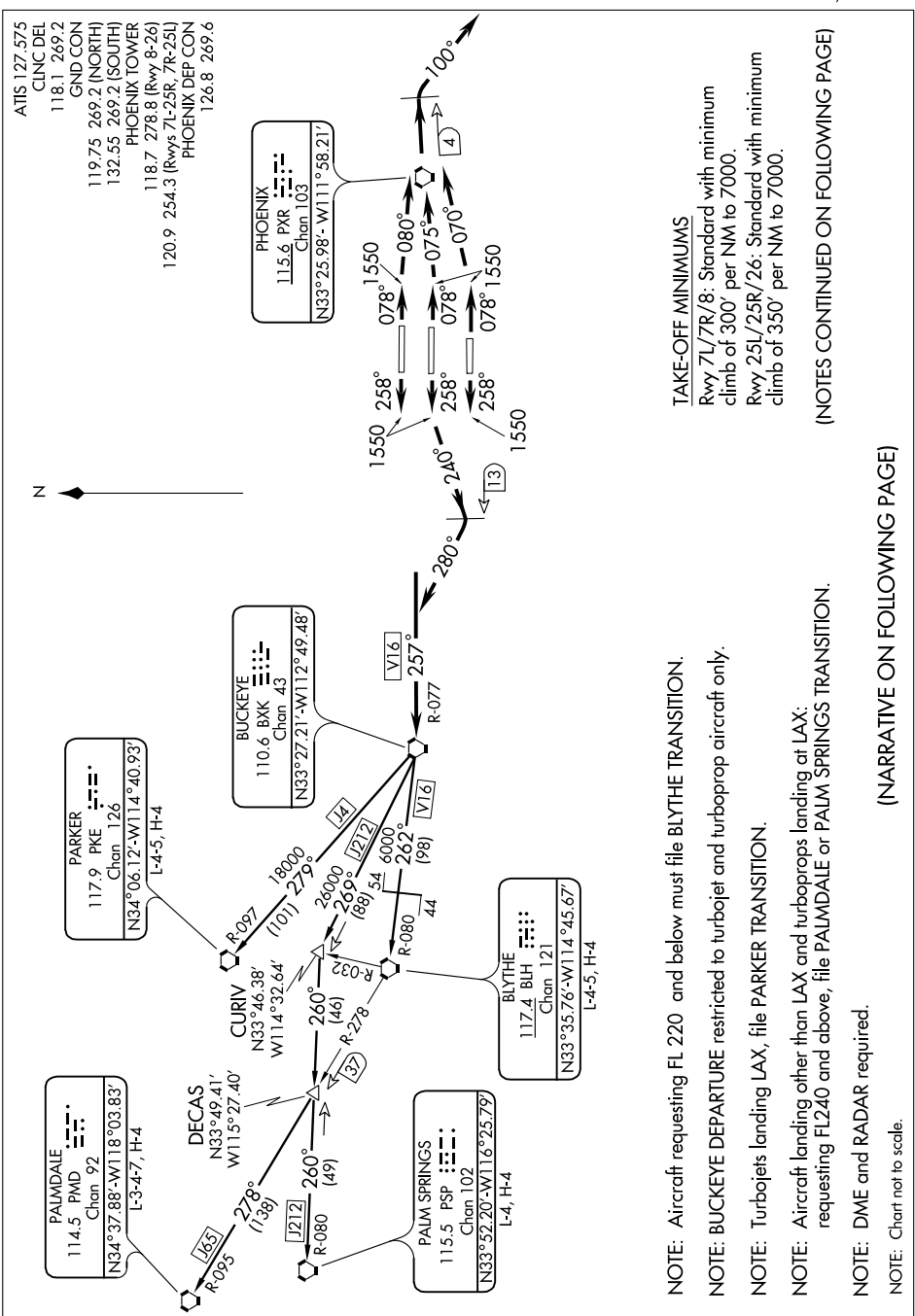


(BXX2.BXX) 09127

SL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)  
PHOENIX, ARIZONA

BUCKEYE TWO DEPARTURE



BUCKEYE TWO DEPARTURE

(BXX2.BXX) 09127

PHOENIX, ARIZONA

PHOENIX SKY HARBOR INTL (PHX)

NOTE: Aircraft requesting FL 220 and below must file BLYTHE TRANSITION.

NOTE: BUCKEYE DEPARTURE restricted to turbojet and turboprop aircraft only.

NOTE: Turbojets landing LAX, file PARKER TRANSITION.

NOTE: Aircraft landing other than LAX and turboprops landing at LAX: requesting FL240 and above, file PALMDALE or PALM SPRINGS TRANSITION.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(NOTES CONTINUED ON FOLLOWING PAGE)

## BUCKEYE TWO DEPARTURE

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb via 078° heading to 1550 then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°, maintain 7000, expect radar vectors to BXX VORTAC. Expect further clearance to filed altitude 3 minutes after departure.

TAKE-OFF RUNWAY 7L: Climb via 078° heading to 1550 then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°, maintain 7000, expect radar vectors to BXX VORTAC. Expect further clearance to filed altitude 3 minutes after departure.

TAKE-OFF RUNWAY 7R: Climb via 078° heading to 1550 then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°, maintain 7000, expect radar vectors to BXX VORTAC. Expect further clearance to filed altitude 3 minutes after departure.

TAKE-OFF RUNWAY 25L/25R/26: Climb via 258° heading to 1550 then climbing left turn heading 240°, at 13 DME west of PXR VORTAC, climbing right turn heading 280° to the BXX R-077 to BXX VORTAC. Maintain 7000, expect further clearance to filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

BLYTHE TRANSITION (BXX2.BLH): From over BXX VORTAC via BXX R-262 and BLH R-080 to BLH VORTAC.

PALMDALE TRANSITION (BXX2.PMD): From over BXX VORTAC via BXX R-269 and PSP R-080 to DECAS INT, then via BLH R-278 and PMD R-095 to PMD VORTAC.

PALM SPRINGS TRANSITION (BXX2.PSP): From over BXX VORTAC via BXX R-269 and PSP R-080 to PSP VORTAC.

PARKER TRANSITION (BXX2.PKE): From over BXX VORTAC via BXX R-279 and PKE R-097 to PKE VORTAC.

## TAKEOFF NOTES CONT.

## TAKE-OFF OBSTACLES

NOTE: Rwy 7L, building 1332' from departure end of runway, 798' left of centerline, 67' AGL/1176' MSL.

NOTE: Rwy 7R, rod 716' from departure end of runway, 184' right of centerline, 87' AGL/1196' MSL.

NOTE: Rwy 8, light standard 3530' from departure end of runway, 1207' left of centerline, 123' AGL/1232' MSL.  
Rwy 8, light standard 3479' from departure end of runway, 1003' left of centerline, 118' AGL/1227' MSL.

NOTE: Rwy 25L, light standard 1129' from departure end of runway, 774' left of centerline, 91' AGL/1200' MSL.

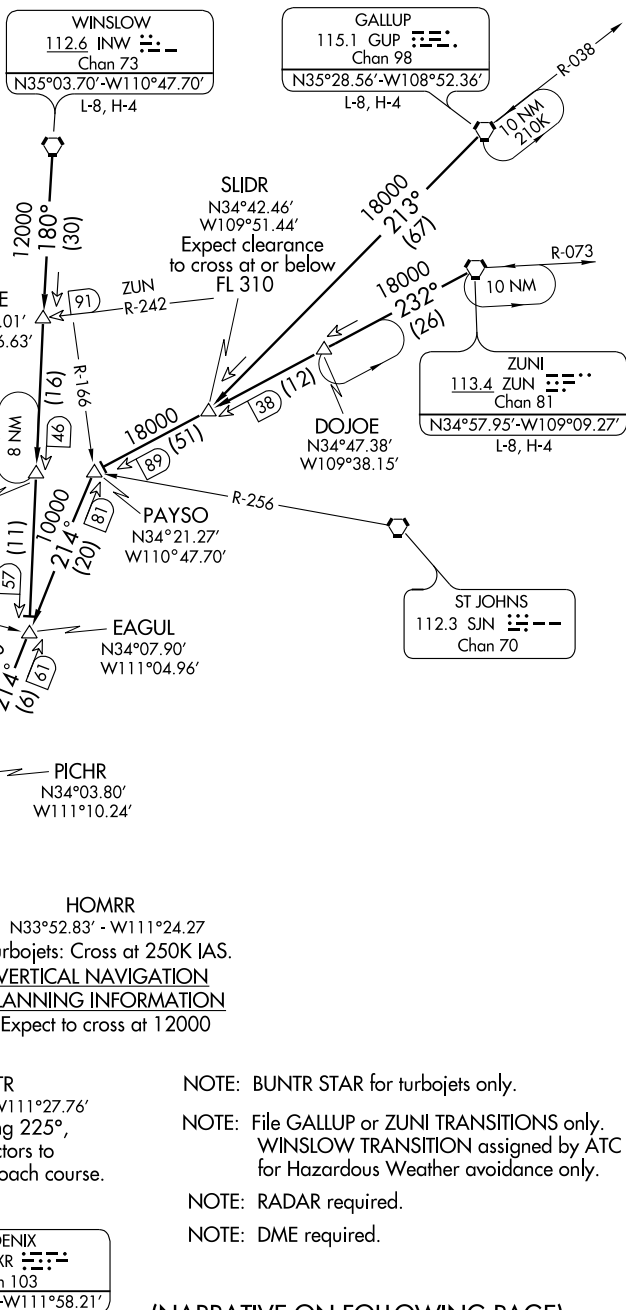
NOTE: Rwy 26, light 59' from departure end of runway, 63' right of centerline, 16' AGL/1125' MSL.  
Rwy 26, pole 58' from departure end of runway, 90' right of centerline, 25' AGL/1125' MSL.  
Rwy 26, light 78' from departure end of runway, 64' right of centerline, 18' AGL/1127' MSL.  
Rwy 26, light 38' from departure end of runway, 440' left of centerline, 24' AGL/1135' MSL.  
Rwy 26, building, 2.32 NM from departure end of runway, 3309' right of centerline, 406' AGL/1496' MSL.  
Rwy 26, building 2.28 NM from departure end of runway, 3612' right of centerline, 663' AGL/1750' MSL.  
Rwy 26, tree 234' from departure end of runway, 214' right of centerline, 24' AGL/1133' MSL.  
Rwy 26, light standard 77' from departure end of runway, 453' left of centerline, 27' AGL/1136' MSL.  
Rwy 26, light standard 74' from departure end of runway, 456' right of centerline, 33' AGL/1142' MSL.  
Rwy 26, light standard 77' from departure end of runway, 434' right of centerline, 31' AGL/1140' MSL.  
Rwy 26, light standard 64' from departure end of runway, 68' left of centerline, 1125' MSL.  
Rwy 26, tree 113' from departure end of runway, 294' right of centerline, 24' AGL/1133' MSL.

## BUNTR TWO ARRIVAL

ST-322 (FAA)

PHOENIX SKY HARBOR INTL  
PHOENIX, ARIZONA

PHOENIX APP CON  
128.65 353.8  
PHOENIX TOWER  
118.7 278.8 (Rwy 8-26)  
120.9 254.3 (Rwy 7L-25R, 7R-25L)  
GND CON  
119.75 269.2  
ATIS 127.575



(NARRATIVE ON FOLLOWING PAGE)

## BUNTR TWO ARRIVAL

(BUNTR.BUNTR2) 10210

PHOENIX, ARIZONA  
PHOENIX SKY HARBOR INTL

ARRIVAL DESCRIPTION

GALLUP TRANSITION (GUP.BUNTR2): From over GUP VORTAC via GUP R-213 and ZUN R-232 to PAYSO INT, then via PXR R-034 to BUNTR INT. Thence. . . .

WINSLOW TRANSITION (INW.BUNTR2): From over INW VORTAC via INW R-180 to EAGUL INT, then via PXR R-034 to BUNTR INT. Thence. . . .

ZUNI TRANSITION (ZUN.BUNTR2): From over ZUN VORTAC via ZUN R-232 to PAYSO INT, then via PXR R-034 to BUNTR INT. Thence. . . .

. . . . From over BUNTR INT, fly heading 225°. Expect vectors to Final Approach Course.

LOST COMMUNICATIONS:

After BUNTR INT, proceed direct PXR VORTAC.

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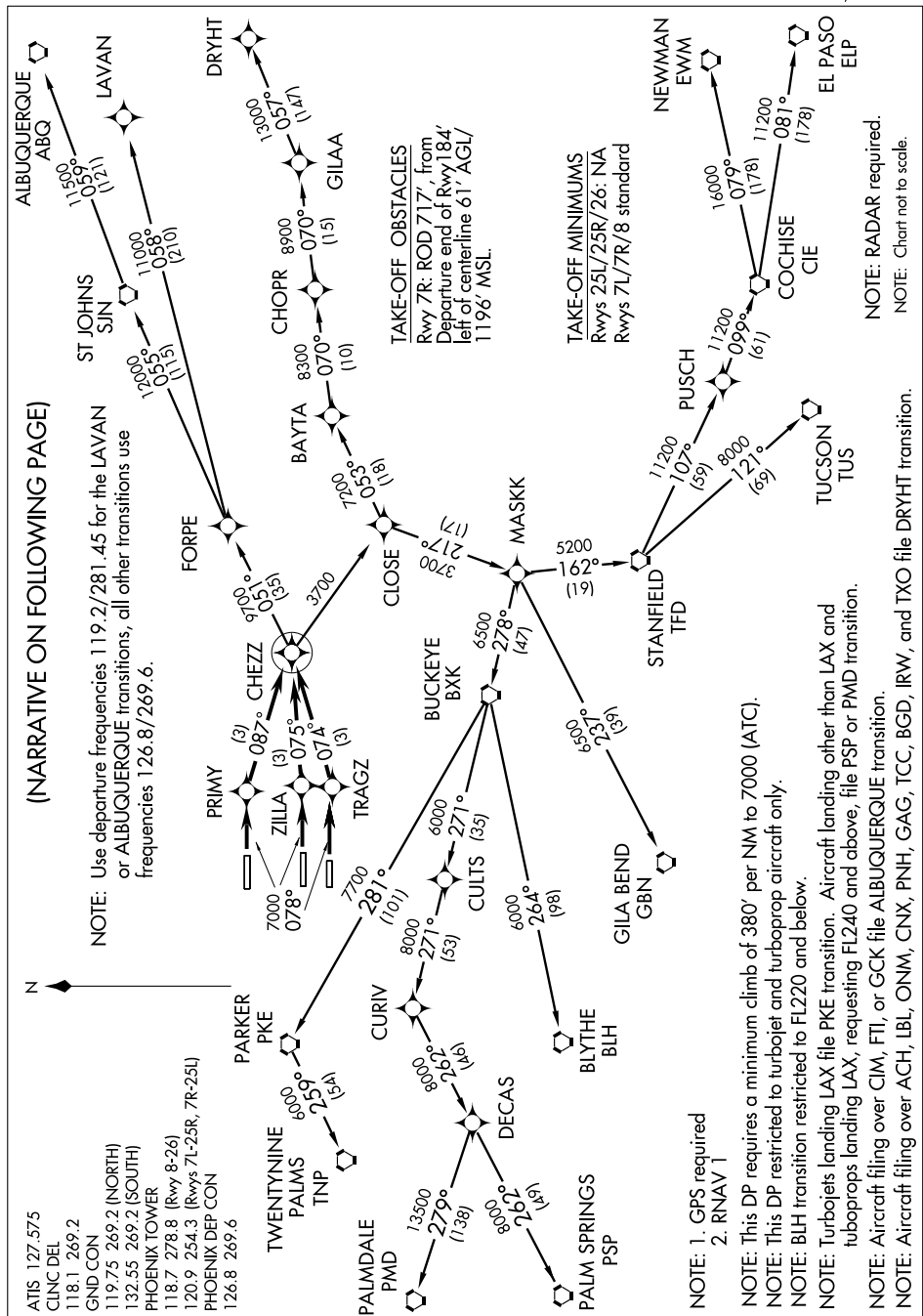
SW-4, 21 OCT 2010 to 18 NOV 2010

(CHEZZ2.CHEZZ) 09183

SL-322 (FAA)

# CHEZZ TWO DEPARTURE (RNAV)

PHOENIX SKY HARBOR INTL (PHX)  
PHOENIX, ARIZONA



# CHEZZ TWO DEPARTURE (RNAV)

(CHEZZ2.CHEZZ) 09183

PHOENIX, ARIZONA  
PHOENIX SKY HARBOR INTL (PHX)

SW-4, 21 OCT 2010 to 18 NOV 2010

## CHEZZ TWO DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb via 078° course to ZILLA WP, then via 075° track to CHEZZ WP, Thence . . . .

TAKE-OFF RUNWAY 7R: Climb via 078° course to TRAGZ WP, then via 074° track to CHEZZ WP, Thence . . . .

TAKE-OFF RUNWAY 8: Climb via 078° course to PRIMY WP, then via 087° track to CHEZZ WP, Thence . . . .

. . . . then via (transition) maintain 7000, expect filed altitude within 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (CHEZZ2.ABQ)

BLYTHE TRANSITION (CHEZZ2.BLH): (Restricted to FL220 and below).

COCHISE TRANSITION (CHEZZ2.CIE)

DRYHT TRANSITION (CHEZZ2.DRYHT)

EL PASO TRANSITION (CHEZZ2.ELP)

GILA BEND TRANSITION (CHEZZ2.GBN)

LAVAN TRANSITION (CHEZZ2.LAVAN)

NEWMAN TRANSITION (CHEZZ2.EWM)

PALM SPRINGS TRANSITION (CHEZZ2.PSP)

PALMDALE TRANSITION (CHEZZ2.PMD)

PARKER TRANSITION (CHEZZ2.PKE)

STANFIELD TRANSITION (CHEZZ2.TFD)

TUCSON TRANSITION (CHEZZ2.TUS)

TWENTYNINE PALMS TRANSITION (CHEZZ2.TNP)

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010





## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb runway heading to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°.

Thence....

TAKE-OFF RUNWAY 7R: Climb runway heading to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°.

Thence....

TAKE-OFF RUNWAY 8: Climb runway heading to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°.

Thence....

TAKE-OFF RUNWAY 25L: Climb runway heading to 1550, then climbing right turn heading 265°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°.

Thence....

TAKE-OFF RUNWAY 25R: Climb runway heading to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°.

Thence....

TAKE-OFF RUNWAY 26: Climb runway heading to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°.

Thence....

....maintain 7000. Expect radar vectors to PXR R-321 to ZEPER INT then CHILY INT. Then via (transition). Expect filed altitude 3 minutes after departure.

BEATTY TRANSITION (CHILY1.BTY): From over CHILY INT via IGM R-104 to SISIE INT, then via DRK R-278 to DOVEE INT, then via BTY R-114 to BTY VORTAC.

HOBES TRANSITION (CHILY1.HOBES): From over CHILY INT via PXR R-321 to HOBES INT.

KINGMAN TRANSITION (CHILY1.IGM): From over CHILY INT via IGM R-104 to IGM VOR/DME.

NEEDLES TRANSITION (CHILY1.EED): From over CHILY INT via DRK R-259 and EED R-077 to EED VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010

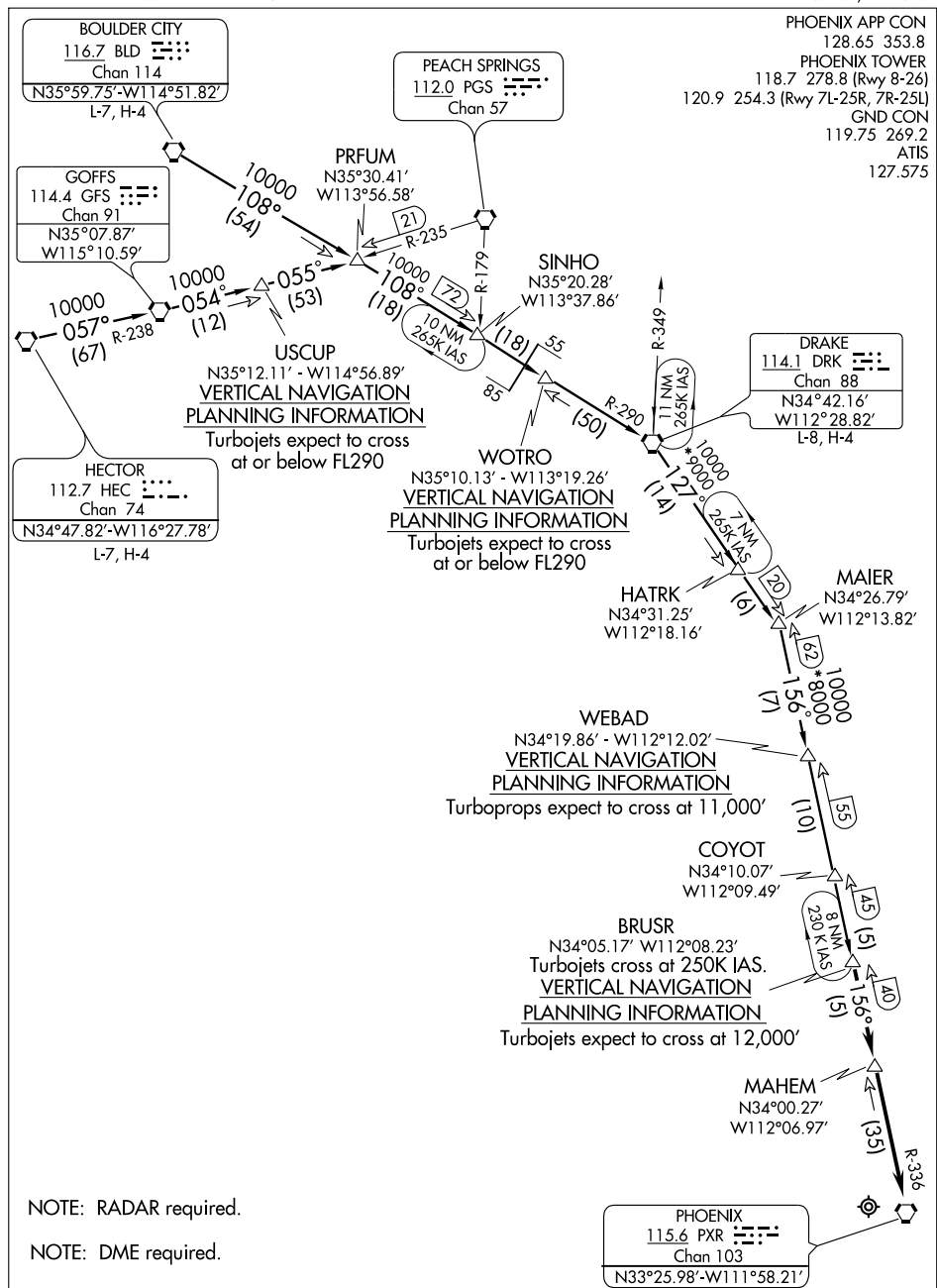
SW-4, 21 OCT 2010 to 18 NOV 2010



# COYOT TWO ARRIVAL

ST-322 (FAA)

PHOENIX SKY HARBOR INTL  
PHOENIX, ARIZONA



## COYOT TWO ARRIVAL (COYOT.COYOT2) 09351

PHOENIX, ARIZONA  
PHOENIX SKY HARBOR INTL

SW-4, 21 OCT 2010 to 18 NOV 2010

## COYOT TWO ARRIVAL

## ARRIVAL DESCRIPTION

BOULDER CITY TRANSITION (BLD.COYOT2): From over BLD VORTAC via BLD R-108 and DRK R-290 to DRK VORTAC, then via DRK R-127 to MAIER INT, then via PXR R-336 to BRUSR INT. Thence....

DRAKE TRANSITION (DRK.COYOT2): From over DRK VORTAC via DRK R-127 to MAIER INT, then via PXR R-336 to BRUSR INT. Thence....

HECTOR TRANSITION (HEC.COYOT2): From over HEC VORTAC via HEC R-057 and GFS R-238 to GFS VORTAC, then via GFS R-054 and PGS R-235 to PRFUM INT, then via BLD R-108 and DRK R-290 to DRK VORTAC, then via DRK R-127 to MAIER INT, then via PXR R-336 to BRUSR INT. Thence....

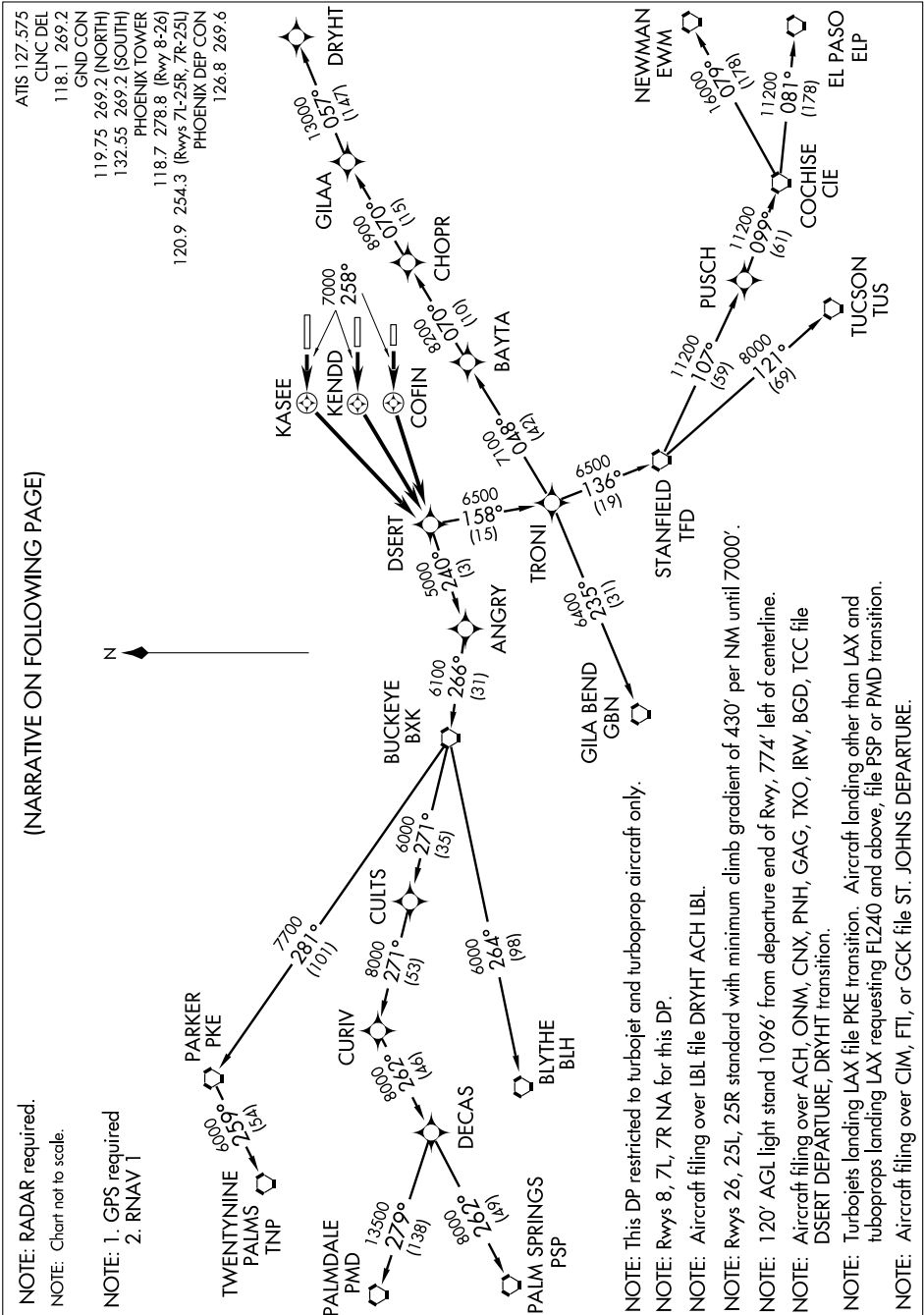
.... From over BRUSR INT via PXR R-336 to PXR VORTAC. After BRUSR INT, expect radar vectors to final approach course.

LOST COMMUNICATIONS: After DRK VORTAC proceed direct to MAIER INT direct PXR VORTAC.

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DSERT ONE DEPARTURE (RNAV)



DSERT ONE DEPARTURE (RNAV)

## DSERT ONE DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 26: Climb to 7000 via 258° course to KASEE WP, then direct DSERT WP, Thence . . .

TAKE-OFF RUNWAY 25R: Climb to 7000 via 258° course to KENDD WP, then direct DSERT WP, Thence . . .

TAKE-OFF RUNWAY 25L: Climb to 7000 via 258° course to COFIN WP, then direct DSERT WP, Thence . . .

. . . then via assigned transition/altitude.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure

BLYTHE TRANSITION (DSERT1.BLH): (Restricted to FL220 and below).

COCHISE TRANSITION (DSERT1.CIE)

DRYHT TRANSITION (DSERT1.DRYHT)

EL PASO TRANSITION (DSERT1.ELP)

GILA BEND TRANSITION (DSERT1.GBN)

NEWMAN TRANSITION (DSERT1.EWM)

PALM SPRINGS TRANSITION (DSERT1.PSP)

PALMDALE TRANSITION (DSERT1.PMD)

PARKER TRANSITION (DSERT1.PKE)

STANFIELD TRANSITION (DSERT1.TFD)

TUCSON TRANSITION (DSERT1.TUS)

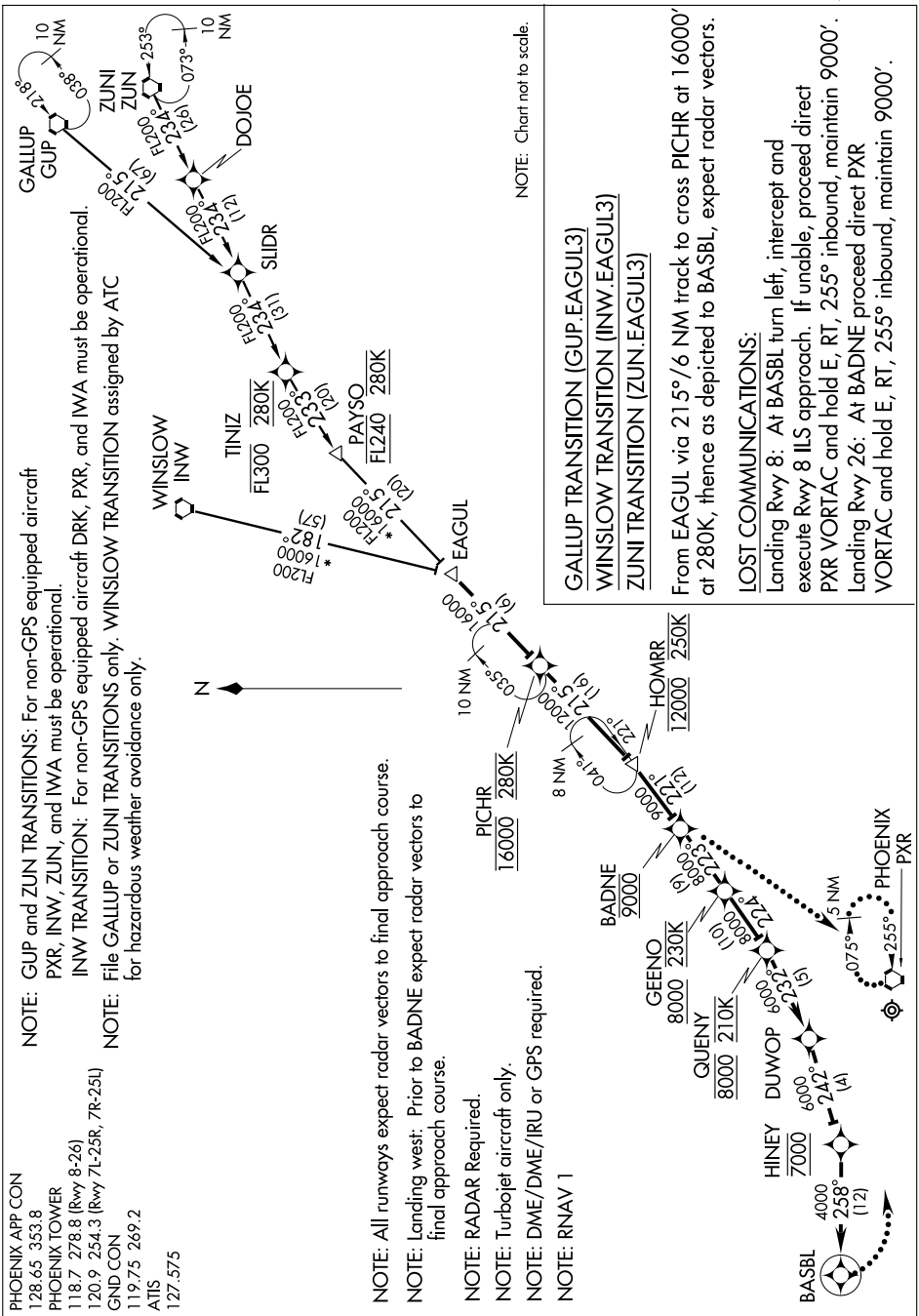
TWENTYNINE PALMS TRANSITION (DSERT1.TNP)

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EAGUL THREE ARRIVAL (RNAV)

SW-4, 21 OCT 2010 to 18 NOV 2010

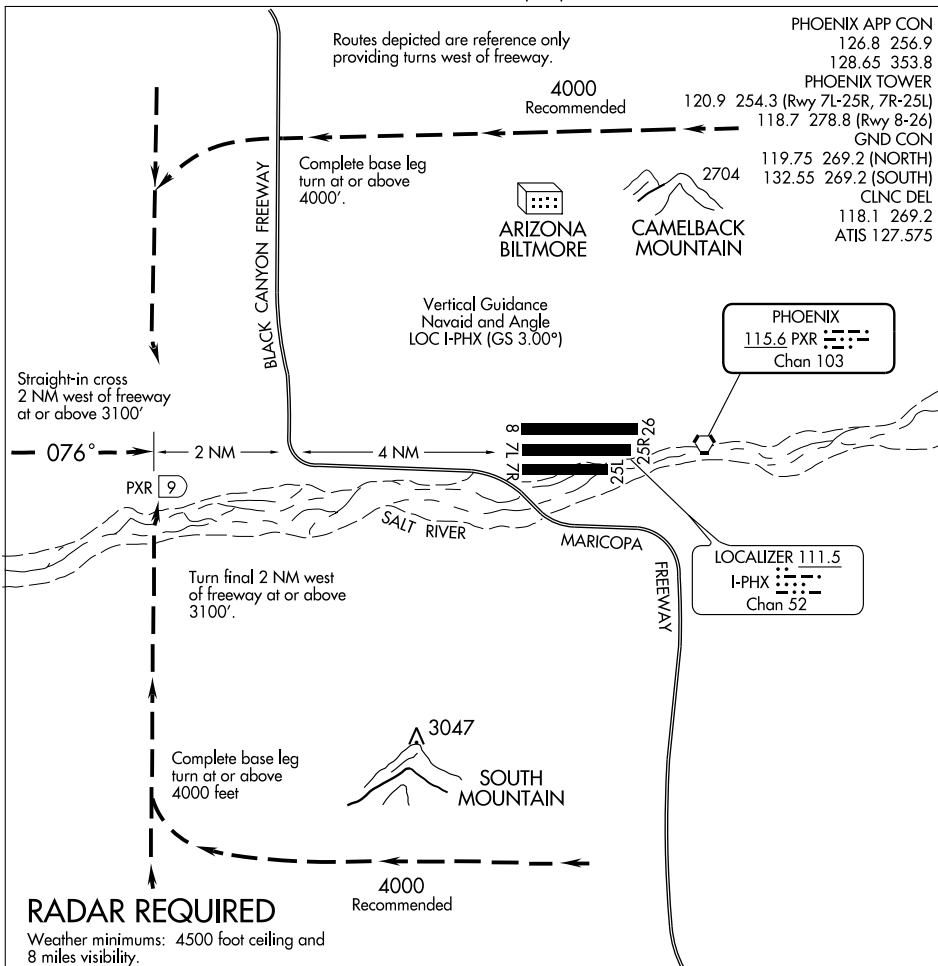


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EAGUL THREE ARRIVAL (RNAV)

# FREEWAY VISUAL RWY 7L

AL-322 (FAA)

 PHOENIX SKY HARBOR INTL (PHX)  
 PHOENIX, ARIZONA


SW-4, 21 OCT 2010 to 18 NOV 2010

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1 NM	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
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## FREEWAY VISUAL RWY 7L

When visual approaches to Runway 7L are in progress, clearances will be given utilizing in part the following phraseology:

"(IDENT) CLEARED FOR A FREEWAY VISUAL RUNWAY 7L APPROACH."

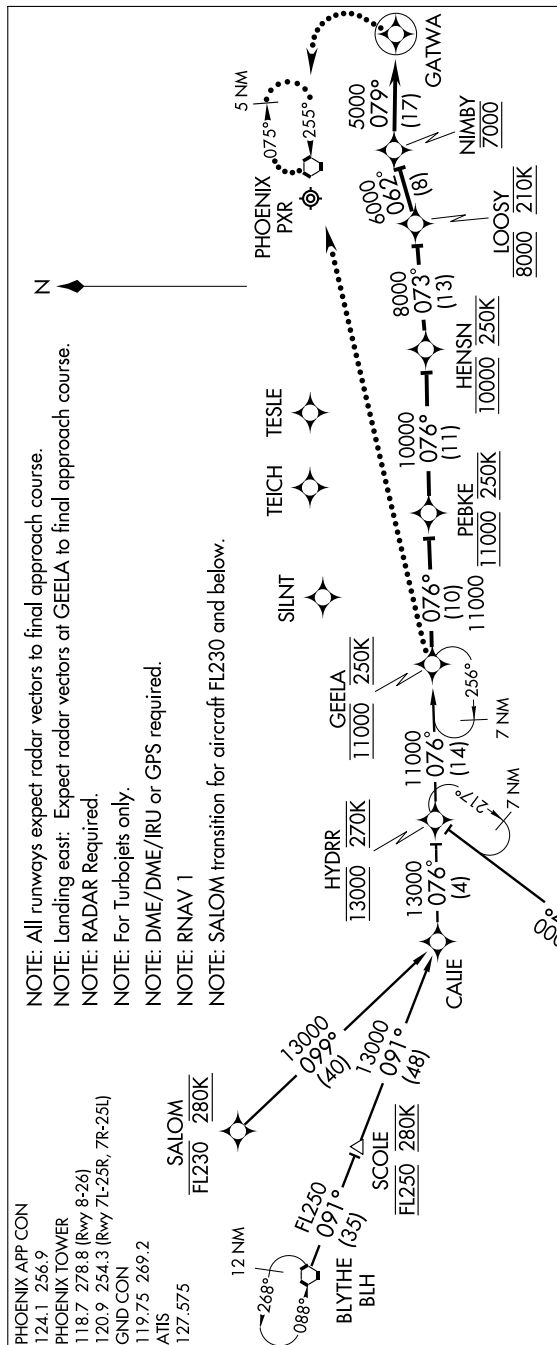
# FREEWAY VISUAL RWY 7L

33°26'N-112°01'W

 PHOENIX, ARIZONA  
 PHOENIX SKY HARBOR INTL (PHX)

## GEELA THREE ARRIVAL (RNAV)

SW-4, 21 OCT 2010 to 18 NOV 2010



BLYTHE TRANSITION (BLH.GEELA3)

MOHAK TRANSITION (MOHAK.GEELA3)

## SALOM TRANSITION (SALOM.GEELA3)

From GEELA via 076°/10 NM track to PEBKE, thence as depicted to GATWA. Then via 079° heading expect radar vectors.

LOST COMMUNICATIONS:

**Landing Rwy 7R:** At GEELA proceed direct PXR VORTAC and hold E, RT, 255° inbound, maintain 9000'.

Landing Rwy 25L: At GATWA turn left, intercept and execute Rwy 25L ILS approach. If unable, proceed direct PXR VORTAC and hold E RT, 255° inbound, maintain 9000'.

NOTE: Chart not to scale.

SW-4. 21 OCT 2010 to 18 NOV 2010

## GEELA THREE ARRIVAL (RNAV)

(GEELA.GEELA3) 09127

PHOENIX, ARIZONA  
PHOENIX SKY HARBOR INTL

## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
LAS VEGAS, NV		
McCARRAN INTL (LAS)	HS 1	Rwy 01R-19L, Twy S and the ramp.
	HS 2	Rwy 01R-19L and Rwy 01L-19R, Twy U.
	HS 3	Rwy 01R-19L and Rwy 01L-19R, Twy Y.
	HS 4	Rwy 07L and Rwy 01L, co-located rwy holding position markings.
	HS 5	Twy E.
LAS VEGAS, NV		
NORTH LAS VEGAS (VGT)	HS 1	Rwy 07, Twy G and Twy F.
	HS 2	Rwy 12R, Twy G.
	HS 3	Rwy 12R, Twy A and Twy B.
	HS 4	Rwy 12L, Twy A.
MESA, AZ		
FALCON FIELD (FFZ)	HS 1	Rwy 04R-22L, Twy B and Twy D
MINDEN, NV		
MINDEN-TAHOE (MEV)	HS 1	Complex int.
	HS 2	Frequent crossings for sailplane operations.
PHOENIX, AZ		
PHOENIX-MESA GATEWAY (IWA)	HS 1	Twy V, Twy B, and Twy K complex int.
PHOENIX, AZ		
PHOENIX SKY HARBOR INTL (PHX)	HS 1	Pilots sometimes mistake Twy F for Rwy 07L or Rwy 07R.
	HS 2	Pilots sometimes cross Rwy 07L-25R at Twy F8, Twy F9, or Twy F10, without authorization.
PROVO, UT		
PROVO MUNI (PVU)	HS 1	Twy A and Twy A3 close proximity to ramp and rws.
RENO, NV		
RENO/TAHOE INTL (RNO)	HS 1	Rwy 07-25, Twy A and Twy B.
	HS 2	Twy C and the ramp.
	HS 3	Rwy 16L, Twy C and Twy D.
SALT LAKE CITY, UT		
SALT LAKE CITY INTL (SLC)	HS 1	Hold line on apch end of Rwy 32 protects Rwy 35.
	HS 2	Confusing int. Twy K2 ramp in close proximity to Rwy 17-35.
	HS 3	Area not visible from control twr.
TUCSON, AZ		
RYAN FIELD (RYN)	HS 1	Rwy 33 and Rwy 06R, Twy B.
TUCSON, AZ		
TUCSON INTL (TUS)	HS 1	Twy A, Twy D and Twy A3, complex int.
	HS 2	Rwy 11L and Rwy 11R apch areas.
	HS 3	Rwy 29R and Rwy 29L.
	HS 4	Twy A5 and Twy A6 in close proximity of Rwy 11L-29R.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.



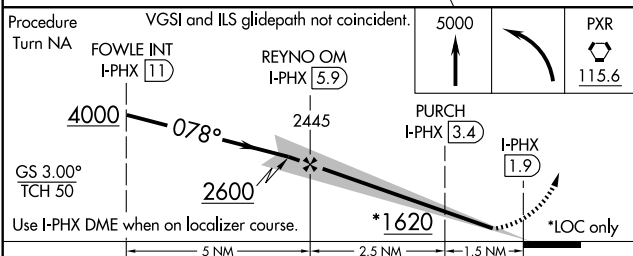
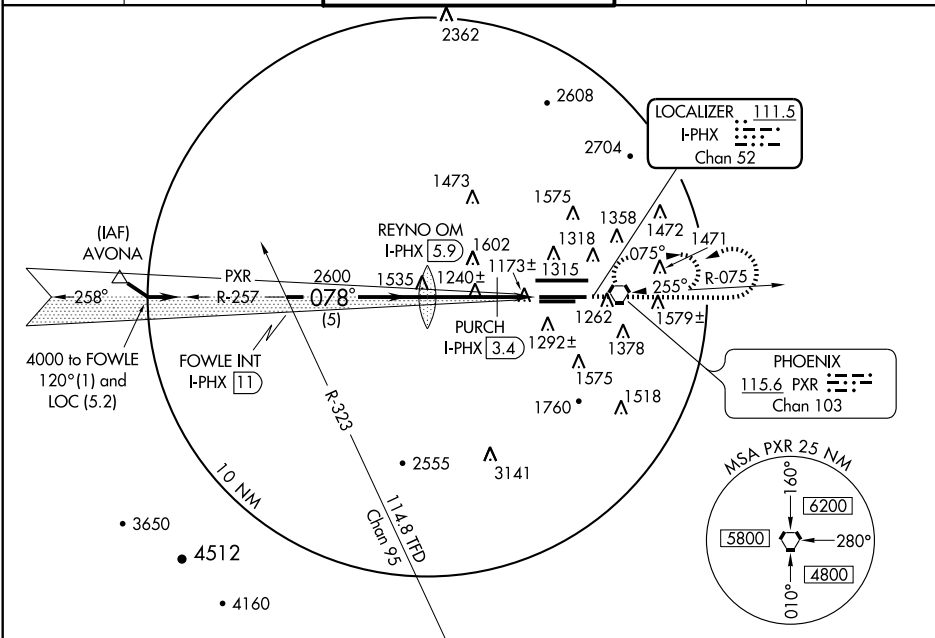
LOC/DME I-PHX <b>111.5</b> Chan <b>52</b>	APP CRS <b>078°</b>	Rwy Idg <b>10300</b> TDZE <b>1116</b> Apt Elev <b>1135</b>
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# ILS or LOC RWY 7L

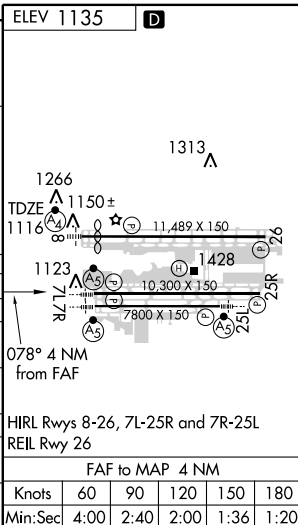
PHOENIX SKY HARBOR INTL (PHX)

<p>▼ Inoperative table does not apply to S-ILS 7L. ▲ For inoperative MALS, increase S-LOC 7L Cat A/B visibilities to RVR 5000.</p>	<p>MALS A5</p>	<p>MISSED APPROACH: Climb to 5000 then left turn direct PX R VORTAC and hold.</p>
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ATIS <b>127.575</b>	PHOENIX APP CON <b>128.65 353.8</b>	PHOENIX TOWER <b>118.7 278.8</b> (Rwy 8-26) <b>120.9 254.3</b> (Rwy 7L-25R, 7R-25L)	GND CON <b>119.75 269.2</b> (N) <b>132.55 269.2</b> (S)	CLNC DEL <b>118.1 269.2</b>
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CATEGORY	A	B	C	D
S-ILS 7L	1321/40	205 (200-¾)		
S-LOC 7L	1620/40	504 (500-¾)	1620/50	504 (500-1)
CIRCLING	1740-1	605 (700-1)	1740-1¾ 605 (700-1¾)	1920-2½ 785 (800-2½)
PURCH DME MINIMUMS				
S-LOC 7L	1520/40	404 (400-¾)		
CIRCLING	1740-1	605 (700-1)	1740-1¾ 605 (700-1¾)	1920-2½ 785 (800-2½)



LOC/DME I-AHA <b>110.75</b> Chan <b>44</b> (Y)	APP CRS <b>078°</b>	Rwy Idg TDZE Apt Elev	<b>7800</b> <b>1116</b> <b>1135</b>
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# ILS or LOC RWY 7R

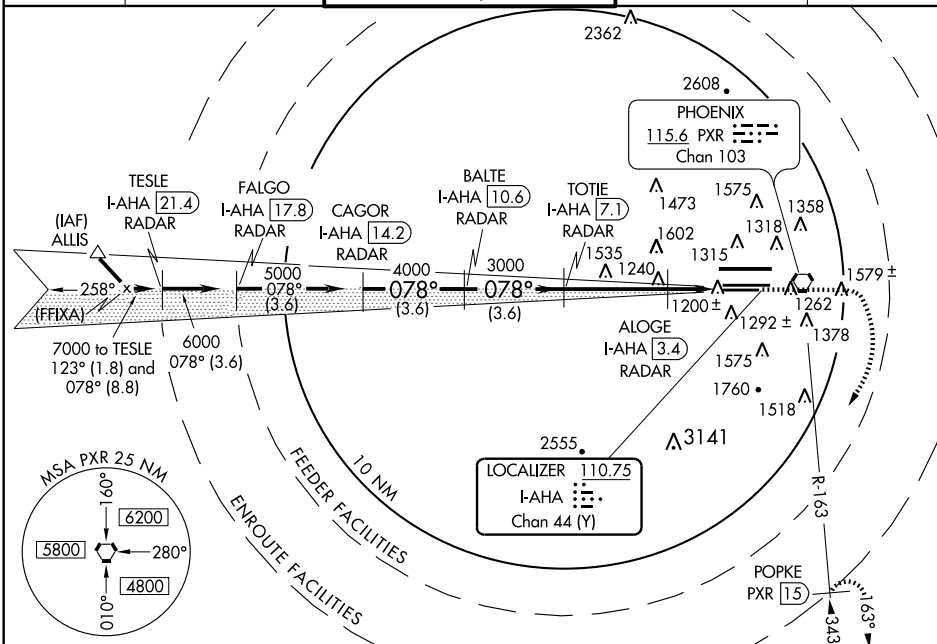
## PHOENIX SKY HARBOR INTL (PHX)

**▼** Inoperative table does not apply to S-ILS 7R.  
**▲** For inoperative MALSRR, increase S-LOC 7R Cat A/B visibility to 1 mile.  
 Visibility reduction by helicopters NA.



**MISSED APPROACH:** Climb to 3000 then climbing right turn to 5000 via heading 250° and PXR R-163 to POPKE/15 DME and hold.

ATIS	PHOENIX APP CON	PHOENIX TOWER	GND CON	CLNC DEL
<b>127.575</b>	<b>128.65 353.8</b>	<b>118.7 278.8</b> (Rwy 8-26) <b>120.9 254.3</b> (Rwy 7L-25R, 7R-25L)	<b>119.75 269.2</b> (N) <b>132.55 269.2</b> (S)	<b>118.1 269.2</b>



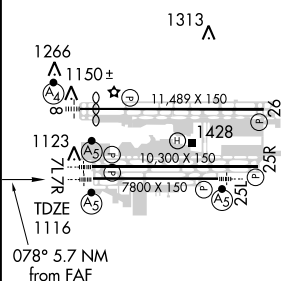
SW-4, 21 OCT 2010 to 18 NOV 2010

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ELEV 1135 **D**

### DME or RADAR REQUIRED

#### RADAR REQUIRED for simultaneous approaches.



HIRL Rwys 8-26, 7L-25R and 7R-25L  
 REIL Rwy 26

PHOENIX, ARIZONA

Amdt 1D 10098

VGSI and ILS glidepath not coincident.				
Procedure Turn NA	5000	078°	4000	3000
Use I-AHA DME when on LOC course.	3000	1800	1500	1200
CATEGORY	A	B	C	D
S-ILS 7R	1363- $\frac{3}{4}$	247 (300- $\frac{3}{4}$ )		
S-LOC 7R	1520- $\frac{3}{4}$	404 (400- $\frac{3}{4}$ )		
CIRCLING	1740-1	605 (700-1)	1740-1 $\frac{3}{4}$ 605 (700-1 $\frac{3}{4}$ )	1920-2 $\frac{1}{2}$ 785 (800-2 $\frac{1}{2}$ )

PHOENIX SKY HARBOR INTL (PHX)

ILS or LOC RWY 7R

33° 26' N - 112° 01' W

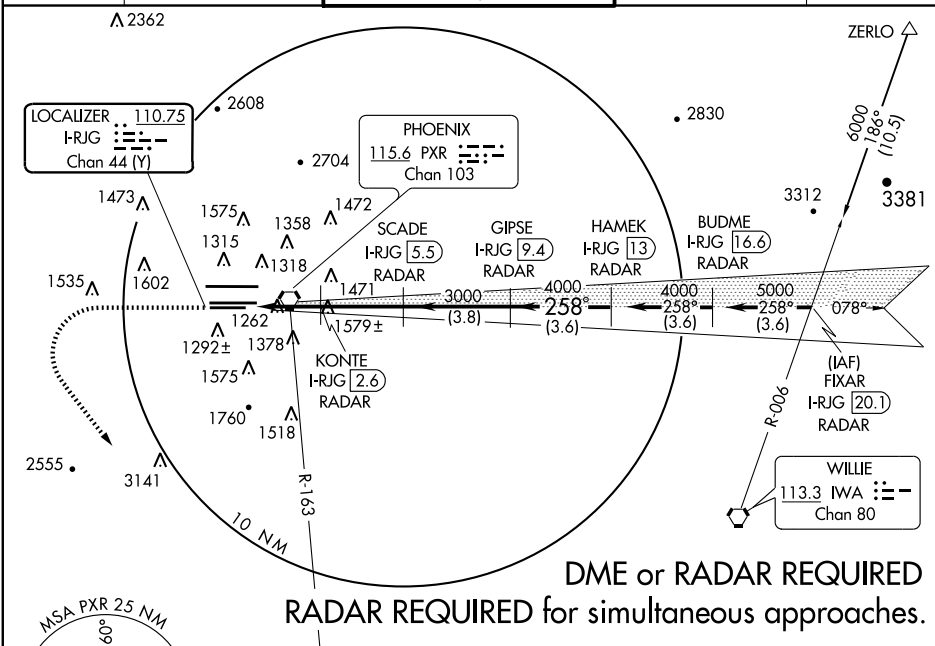


LOC/DME I-RJG <b>110.75</b> Chan <b>44</b> (Y)	APP CRS <b>258°</b>	Rwy Idg TDZE Apt Elev <b>7800</b> <b>1124</b> <b>1135</b>
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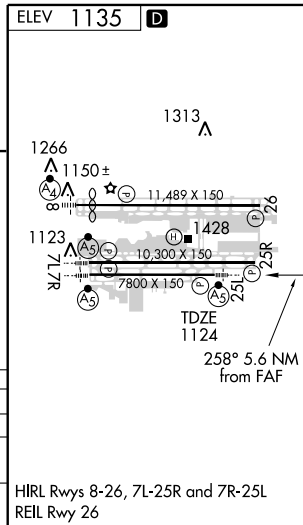
# ILS or LOC RWY 25L

## PHOENIX SKY HARBOR INTL (PHX)

<div><div>▼</div><div>▲</div></div> Autopilot coupled approach NA below 1925 feet.		MALSR 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3000	5000	PXR R-163 115.6	POPKE PXR 15	SCADE I-RJG 5.5 RADAR	GIPSE I-RJG 9.4 RADAR	HAMEK I-RJG 13 RADAR	
↑	HDG 130°						
Use I-RJG DME when on LOC course.							
	I-RJG 0.1	KONTE I-RJG 2.6 RADAR		3000	4000	4000	Procedure Turn NA
2040				3000			
2.7 NM			2.9 NM	3.8 NM	3.6 NM		
CATEGORY	A	B	C	D			
S-ILS 25L	1324-½ 200 (200-½)						
S-LOC 25L	1520-½ 396 (400-½)						1520-¾ 396 (400-¾)
CIRCLING	1740-1 605 (700-1)		1740-1¾ 605 (700-1¾)		1920-2½ 785 (800-2½)		



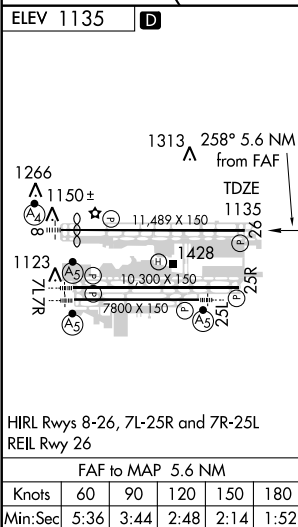
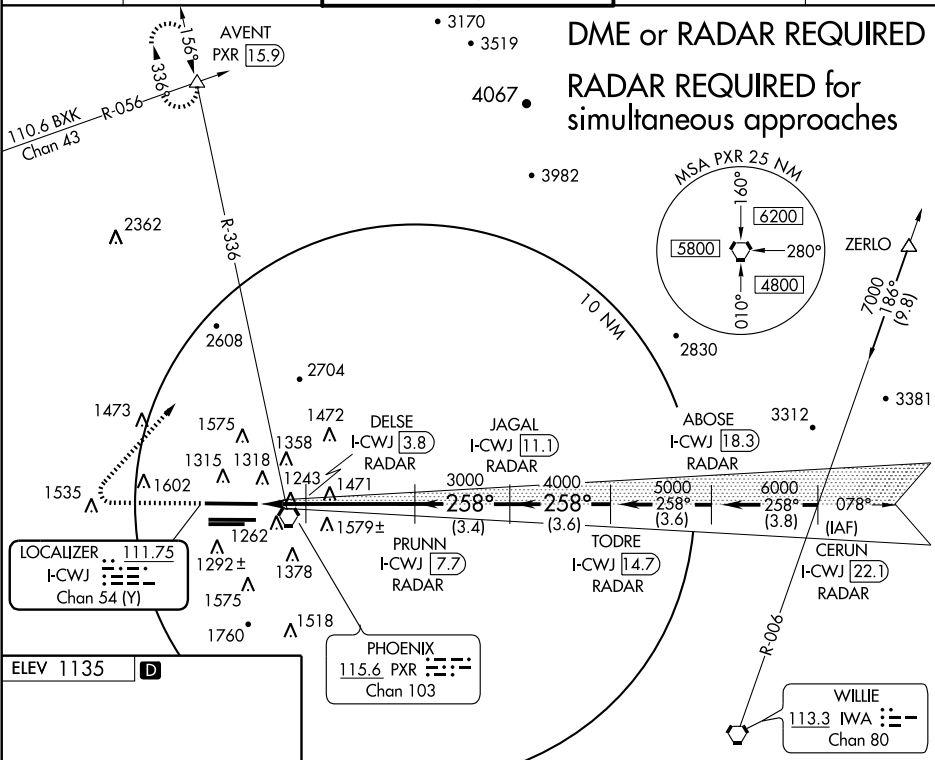
LOC/DME I-CWJ <b>111.75</b> Chan <b>54</b> (Y)	APP CRS <b>258°</b>	Rwy Idg TDZE <b>1135</b> Apt Elev <b>1135</b>
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# ILS or LOC RWY 26

## PHOENIX SKY HARBOR INTL (PHX)

**MISSSED APPROACH:** Climb to 2500, then climbing right turn to 5000 via heading 030° and PXR R-336 to AVENT INT/15.9 DME and hold.

ATIS <b>127.575</b>	PHOENIX APP CON <b>128.65 353.8</b>	PHOENIX TOWER <b>118.7 278.8</b> (Rwy 8-26) <b>120.9 254.3</b> (Rwy 7L-25R, 7R-25L)	GND CON <b>119.75 269.2</b> (N) <b>132.55 269.2</b> (S)	CLNC DEL <b>118.1 269.2</b>
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PHOENIX, ARIZONA

Orig-C 10098

PHOENIX SKY HARBOR INTL (PHX)

ILS or LOC RWY 26

33°26'N - 112°01'W

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

(JESSE.JESSE1) 09351

# JESSE ONE ARRIVAL

ST-322 (FAA)

PHOENIX SKY HARBOR INTL  
PHOENIX, ARIZONA

PHOENIX APP CON  
128.65 353.8  
PHOENIX TOWER  
118.7 278.8 (Rwy 8-26)  
120.9 254.3 (Rwy 7L-25R, 7R-25L)  
GND CON  
119.75 269.2  
ATIS 127.575

WINSLOW  
112.6 INW  
Chan 73  
N35°03.70'-W110°47.70'  
L-8, H-4

GALLUP  
115.1 GUP  
Chan 98  
N35°28.56'-W108°52.36'  
L-8, H-4

DRAKE  
114.1 DRK  
Chan 88

JESSE  
N34°35.01'  
W110°56.63'

NEPTN  
N34°45.09'  
W110°10.50'

ZUNI  
113.4 ZUN  
Chan 81  
N34°57.95'-W109°09.27'  
L-8, H-4

GUMMO  
N34°19.06'  
W111°01.54'

HOMRR  
N33°52.83'  
W111°24.27'

EAGUL  
N34°07.90'  
W111°04.96'

DBACK  
N33°55.57'  
W111°20.77'

BUNTR  
N33°50.08'  
W111°27.76'

PHOENIX  
115.6 PRX  
Chan 103  
N33°25.98'-W111°58.21'

NOTE: JESSE STAR is for turboprop aircraft only.

NOTE: Chart not to scale.

NOTE: RADAR required.

NOTE: DME required.

(NARRATIVE ON FOLLOWING PAGE)

# JESSE ONE ARRIVAL

(JESSE.JESSE1) 09351

PHOENIX, ARIZONA  
PHOENIX SKY HARBOR INTL

SW-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

GALLUP TRANSITION (GUP.JESSE1): From over GUP VORTAC via GUP R-222 and ZUN R-242 to JESSE INT. Thence. . . .

WINSLOW TRANSITION (INW.JESSE1): From over INW VORTAC via INW R-180 to JESSE INT. Thence. . . .

ZUNI TRANSITION (ZUN.JESSE1): From over ZUN VORTAC via ZUN R-242 to JESSE INT. Thence. . . .

. . . .From over JESSE INT via INW R-180 to EAGUL INT, then via PXR R-034 to PXR VORTAC.

LOST COMMUNICATIONS:

After DBACK INT, proceed direct to PXR VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

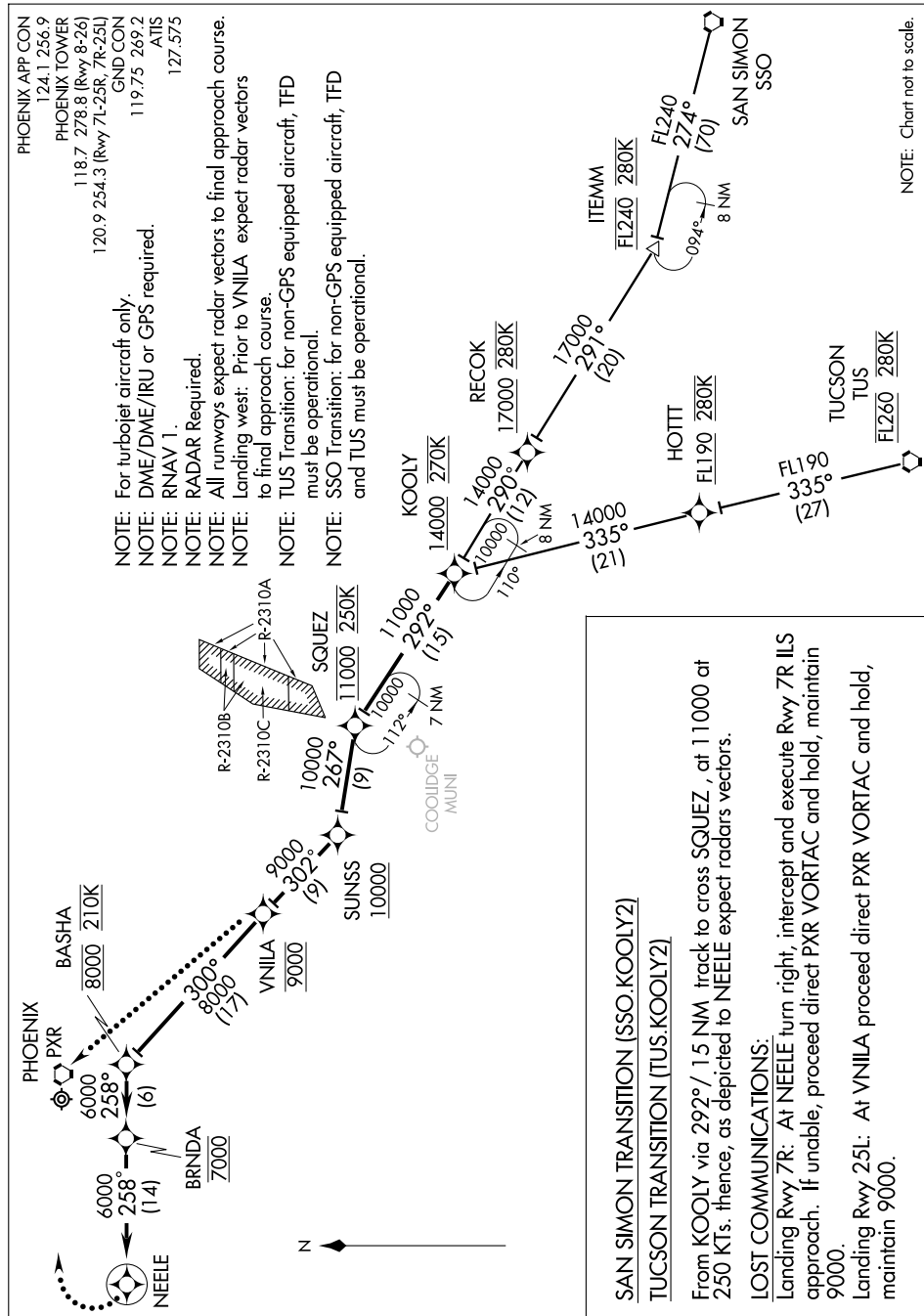
# KOOLY TWO ARRIVAL (RNAV)

ST-322 (FAA)

PHOENIX SKY HARBOR INTL

PHOENIX, ARIZONA

SW-4, 21 OCT 2010 to 18 NOV 2010



# KOOLY TWO ARRIVAL (RNAV)

PHOENIX, ARIZONA

PHOENIX SKY HARBOR INTL

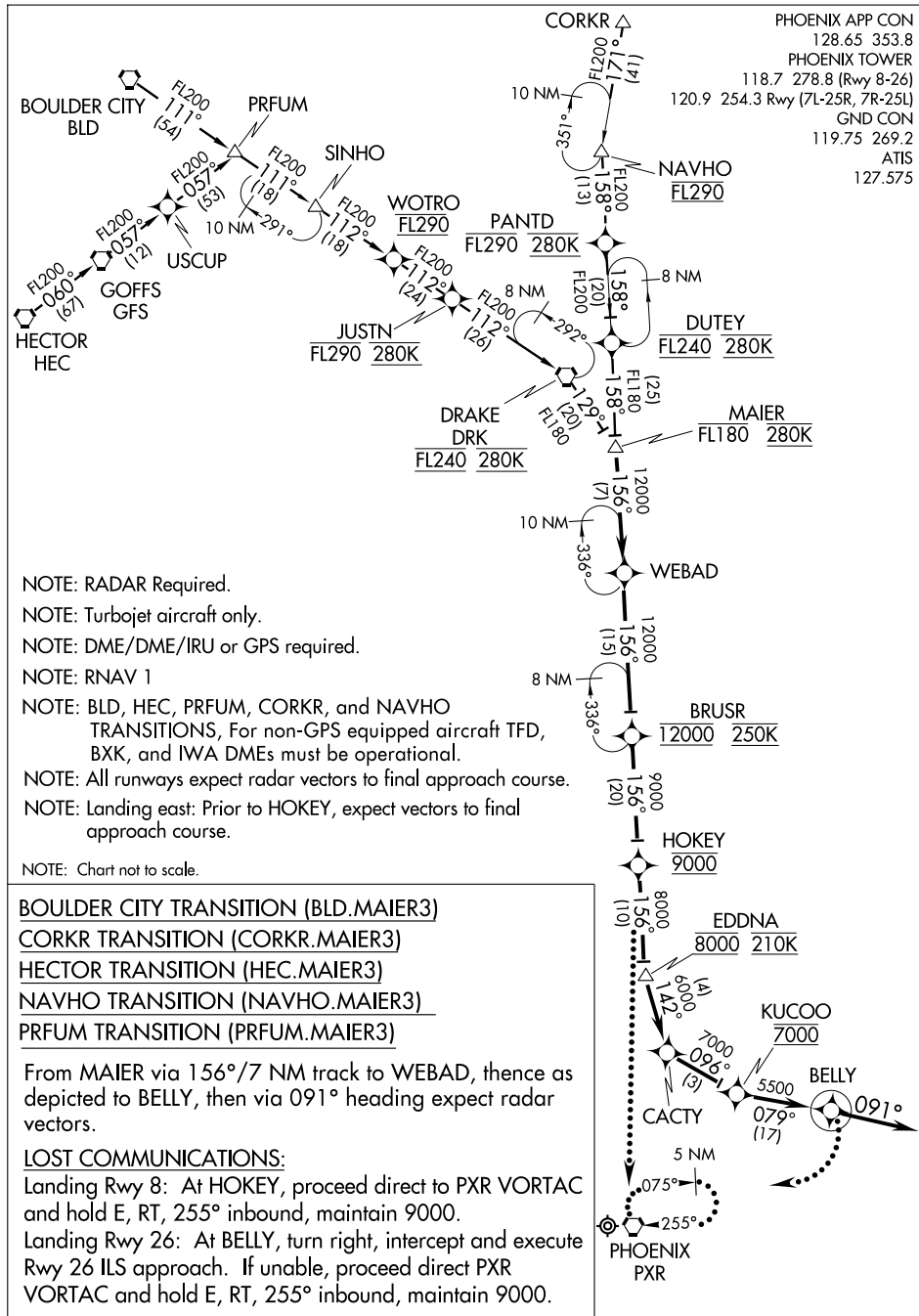
SW-4, 21 OCT 2010 to 18 NOV 2010



## MAIER THREE ARRIVAL (RNAV)

PHOENIX SKY HARBOR INTL

PHOENIX, ARIZONA



## MAIER THREE ARRIVAL (RNAV)

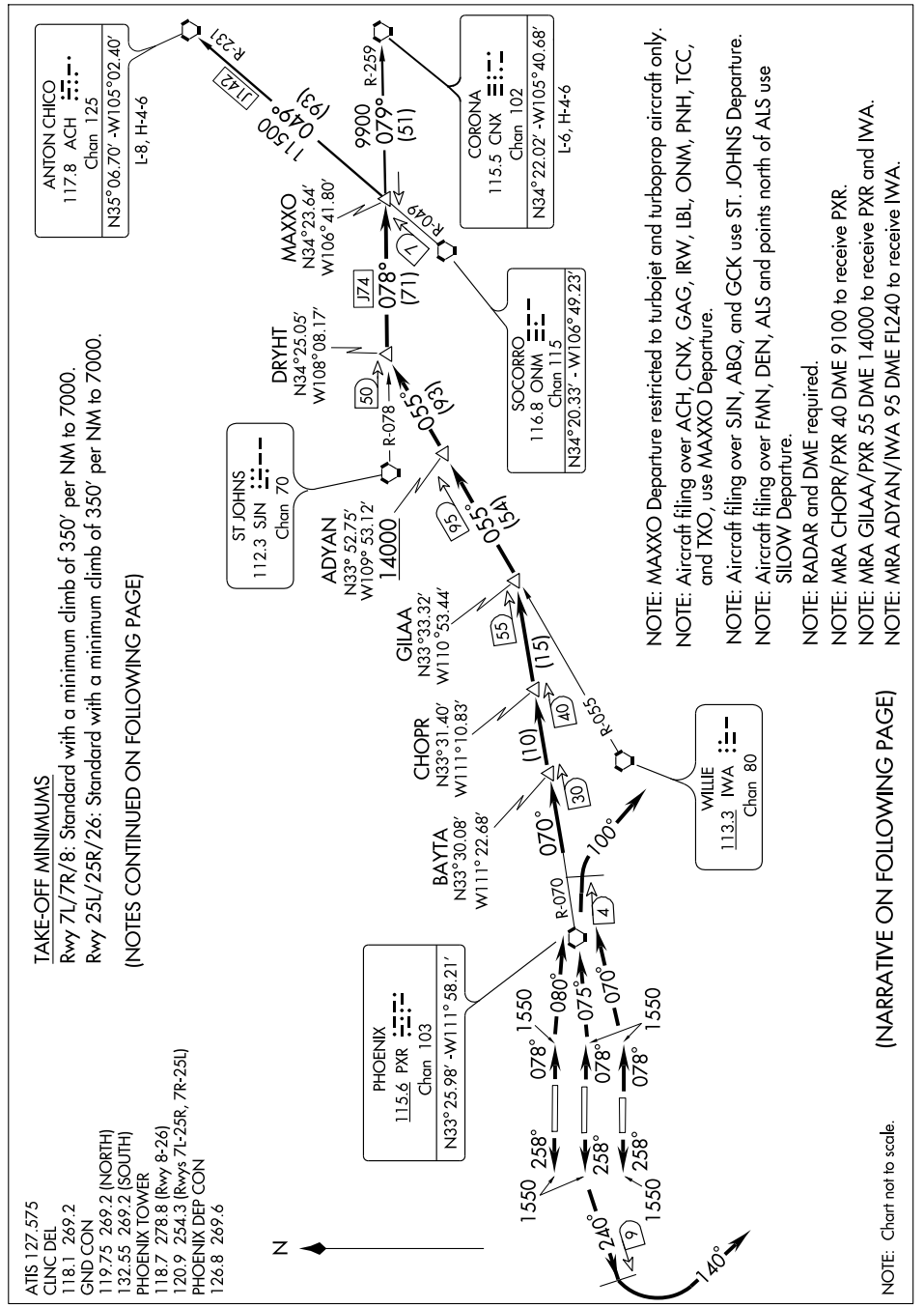
(MAIER.MAIER3) 09239

PHOENIX, ARIZONA  
PHOENIX SKY HARBOR INTL

MAXXO ONE DEPARTURE

SL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)  
PHOENIX, ARIZONA



MAXXO ONE DEPARTURE  
(MAXXO1.MAXXO) 09127

PHOENIX, ARIZONA  
PHOENIX SKY HARBOR INTL (PHX)

SW-4, 21 OCT 2010 to 18 NOV 2010



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb via 078° heading to 1550 then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 7R: Climb via 078° heading to 1550 then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 8: Climb via 078° heading to 1550 then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 25L/25R/26: Climb via 258° heading to 1550 then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 140°. Thence. . .

. . . maintain 7000, expect radar vectors to PXR R-070 to GILAA/PXR 55 DME, then pilot nav via IWA R-055 to ADYAN/95 DME, cross ADYAN at or above 14000 and proceed via radar vector 055° to join SJN R-078/CNX R-259 to MAXXO/CNX 51 DME; then via (transition). Expect filed altitude 3 minutes after departure.

ANTON CHICO TRANSITION (MAXXO1.ACH): From over MAXXO INT via ONM R-049 and ACH R-231 to ACH VORTAC.

CORONA TRANSITION (MAXXO1.CNX): From over MAXXO INT via CNX R-259 to CNX VORTAC.

## TAKEOFF NOTES CONT.

## TAKE-OFF OBSTACLES

NOTE: Rwy 7L, building 1298' from departure end of runway, 798' left of centerline, 67' AGL/1176' MSL.

NOTE: Rwy 7R, rod 717' from departure end of runway, 184' right of centerline, 87' AGL/1196' MSL.

NOTE: Rwy 8, light standard 3460' from departure end of runway, 1207' left of centerline, 123' AGL/1232' MSL.

Rwy 8, light standard 3444' from departure end of runway, 1003' left of centerline, 118' AGL/1227' MSL.

NOTE: Rwy 25L, light standard 271' from departure end of runway, 5140' left of centerline, 91' AGL/1200' MSL.

NOTE: Rwy 26, light 59' from departure end of runway, 63' right of centerline, 16' AGL/1125' MSL.

Rwy 26, pole 58' from departure end of runway, 90' right of centerline, 25' AGL/1125' MSL.

Rwy 26, light 78' from departure end of runway, 64' right of centerline, 18' AGL/1127' MSL.

Rwy 26, tree 38' from departure end of runway, 440' right of centerline, 24' AGL/1133' MSL.

Rwy 26, light standard 77' from departure end of runway, 453' right of centerline, 27' AGL/1136' MSL.

Rwy 26, light standard 74' from departure end of runway, 453' right of centerline, 33' AGL/1142' MSL.

Rwy 26, light standard 77' from departure end of runway, 434' right of centerline, 31' AGL/1140' MSL.

Rwy 26, light 38' from departure end of runway, 440' right of centerline, 26' AGL/1135' MSL.

Rwy 26, tree 113' from departure end of runway, 294' left of centerline, 24' AGL/1133' MSL.

Rwy 26, building, 2.27 NM from departure end of runway, 3309' right of centerline, 406' AGL/1496' MSL.

Rwy 26, building 2.23 NM from departure end of runway, 3631' right of centerline, 663' AGL/1750' MSL.



## MOBIE TWO DEPARTURE

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb via 078° heading to 1550 then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 7L: Climb via 078° heading to 1550 then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 7R: Climb via 078° heading to 1550 then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 25L/25R/26: Climb via 258° heading to 1550 then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 160°. Thence. . .

.... maintain 7000, expect radar vectors to MOBIE INTERSECTION thence via (transition).  
Expect further clearance to filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

GILA BEND TRANSITION (MOBIE2.GBN): From over MOBIE INT via GBN R-055 to GBN VORTAC.

## TAKEOFF NOTES CONT.

TAKE-OFF OBSTACLES

NOTE: Rwy 7L, building 1332' from departure end of runway, 798' left of centerline, 67' AGL/1176' MSL.

NOTE: Rwy 7R, rod 716' from departure end of runway, 184' right of centerline, 87' AGL/1196' MSL.

NOTE: Rwy 8, light standard 3530' from departure end of runway, 1207' left of centerline, 123' AGL/1232' MSL.

Rwy 8, light standard 3479' from departure end of runway, 1203' left of centerline, 118' AGL/1227' MSL.

NOTE: Rwy 25L, light standard 1129' from departure end of runway, 774' left of centerline, 120' AGL/1200' MSL.

NOTE: Rwy 26, light 59' from departure end of runway, 63' right of centerline, 16' AGL/1125' MSL.

Rwy 26, pole 58' from departure end of runway, 90' right of centerline, 25' AGL/1125' MSL.

Rwy 26, light 78' from departure end of runway, 64' right of centerline, 18' AGL/1127' MSL.

Rwy 26, light 38' from departure end of runway, 440' left of centerline, 24' AGL/1133' MSL.

Rwy 26, light standard 77' from departure end of runway, 453' left of centerline, 27' AGL/1136' MSL.

Rwy 26, light standard 74' from departure end of runway, 456' right of centerline, 33' AGL/1142' MSL.

Rwy 26, light standard 77' from departure end of runway, 434' right of centerline, 31' AGL/1140' MSL.

Rwy 26, light standard 64' from departure end of runway, 68' left of centerline, 1125' MSL.

Rwy 26, tree 113' from departure end of runway, 294' left of centerline, 24' AGL/1133' MSL.

Rwy 26, building, 2.32 NM from departure end of runway, 3309' right of centerline, 406' AGL/1496' MSL.

Rwy 26, building 2.28 NM from departure end of runway, 3612' right of centerline, 663' AGL/1750' MSL.

Rwy 26, tree 234' from departure end of runway, 214' right of centerline, 24' AGL/1133' MSL.

## POWER PLANT VISUAL RWY 25R

PHOENIX APP CON

126.8 256.9

128.65 353.8

PHOENIX TOWER

120.9 254.3 (Rwy 7L-25R, 7R-25L)

118.7 278.8 (Rwy 8-26)

GND CON

119.75 269.2 (NORTH)

132.55 269.2 (SOUTH)

CLNC DEL

118.1 269.2

ATIS 127.575

ARIZONA  
BILTMORE2704  
CAMELBACK  
MOUNTAINVertical Guidance Navaid  
and Angle  
PAPI Rwy 25R-3.00°PHOENIX  
115.6 PXR  
Chan 1038 7L  
25L  
25R 26

MARICOPA

FREEWAY

1548  
TEMPE  
BUTTEPOWER  
PLANT3100  
Recommended  
MinimumFor noise  
abatement  
intercept final  
east of Power  
Plant at or  
above 3100.Routes depicted are  
reference only providing  
turns east of Power Plant.Base leg east  
of the Power Plant.

## RADAR REQUIRED

Weather Minimums: 4500 feet ceiling  
and 8 mile visibility.SOUTH  
MOUNTAIN

3047

4000  
RecommendedComplete base leg  
turn at or above  
4000 feet.Base leg east  
of the Power Plant.Complete base leg  
turn at or above  
4000 feet.

SALT RIVER

1 NM 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16

## POWER PLANT VISUAL RWY 25R

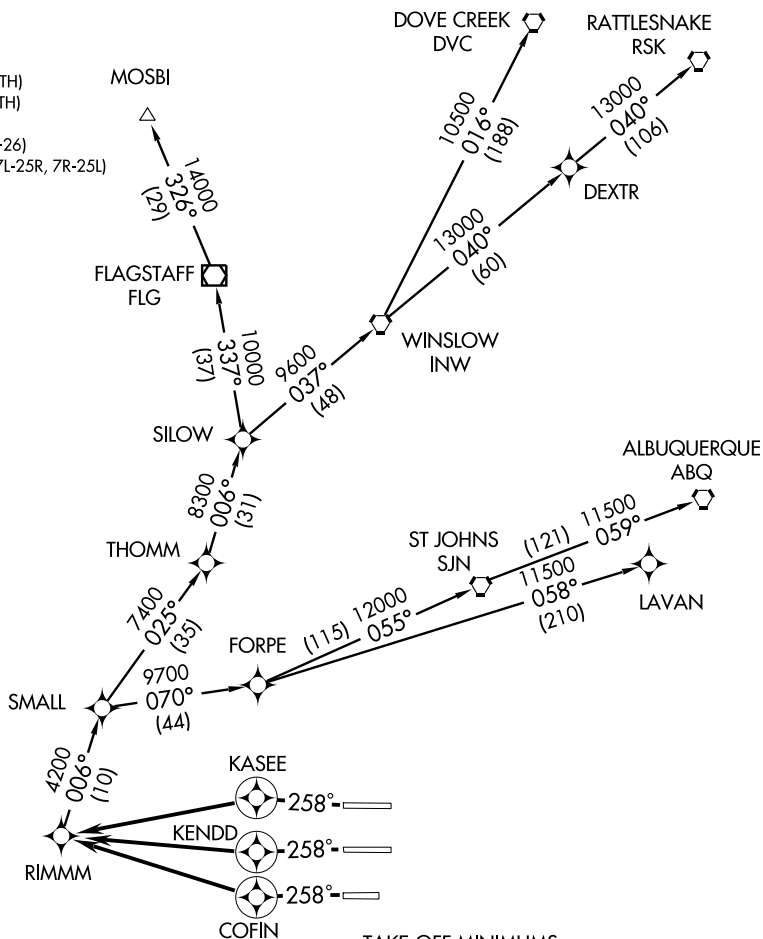
When visual approaches to Runway 25R are in progress, clearances will be  
given utilizing in part the following phraseology:

"(IDENT) CLEARED FOR A POWER PLANT VISUAL RUNWAY 25R APPROACH"

## POWER PLANT VISUAL RWY 25R

## RIMMM ONE DEPARTURE (RNAV)

ATIS 127.575  
 CLNC DEL  
 118.1 269.2  
 GND CON  
 119.75 269.2 (NORTH)  
 132.55 269.2 (SOUTH)  
 PHOENIX TOWER  
 118.7 278.8 (Rwy 8-26)  
 120.9 254.3 (Rwys 7L-25R, 7R-25L)  
 PHOENIX DEP CON  
 126.8 269.6



NOTE: 1. GPS required  
 2. RNAV 1

NOTE: RIMMM Departure restricted to turbojet and turboprop aircraft only.

NOTE: Aircraft filing over CIM, FTI, or GCK file ABQ Transition.

NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNG, GAG, TCC, BGD, IRW, TXO file DSERT or CHEZZ DP, DRYHT TRANSITION.

NOTE: LAVAN TRANSITION for ABQ arrivals only.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## RIMMM ONE DEPARTURE (RNAV)

(RIMMM1.RIMMM) 10210

PHOENIX, ARIZONA  
 PHOENIX SKY HARBOR INTL (PHX)

## RIMMM ONE DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 25L: Climb via 258° course to COFIN WP, then turn right direct RIMMM WP. Thence....

TAKE-OFF RUNWAY 25R: Climb via 258° course to KENDD WP, then turn right direct RIMMM WP. Thence....

TAKE-OFF RUNWAY 26: Climb via 258° course to KASEE WP, then turn left direct RIMMM WP. Thence....

....then via (transition). Maintain 7000, expect filed altitude within three minutes after departure.

ALBUQUERQUE TRANSITION (RIMMM1.ABQ)

DOVE CREEK TRANSITION (RIMMM1.DVC)

FLAGSTAFF TRANSITION (RIMMM1.FLG)

LAVAN TRANSITION (RIMMM1.LAVAN)

MOSBI TRANSITION (RIMMM1.MOSBI)

RATTLESNAKE TRANSITION (RIMMM1.RSK)

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010



## RIVER VISUAL RWY 25L

AL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA

PHOENIX APP CON

126.8 256.9

128.65 353.8

PHOENIX TOWER

120.9 254.3 (Rwy 7L-25R, 7R-25L)

118.7 278.8 (Rwy 8-26)

GND CON

119.75 269.2 (NORTH)

132.55 269.2 (SOUTH)

CLNC DEL

118.1 269.2

ATIS 127.575

ARIZONA  
BILTMORE2704  
CAMELBACK  
MOUNTAINVertical Guidance Navaid  
and Angle  
PAPI Rwy 25L-3.00°PHOENIX  
115.6 PXR  
Chan 103

RED MOUNTAIN FREEWAY

8 7L 7R  
25L 25R 26MARICOPA  
FREEWAY

## RADAR REQUIRED

Weather Minimums: 4500 feet ceiling  
and 8 mile visibility.SOUTH  
MOUNTAIN4000  
Recommended1548  
TEMPE  
BUTTEPOWER  
PLANT3100  
Recommended  
MinimumFor noise  
abatement  
intercept final  
east of Power  
Plant at or  
above 3100.Routes depicted are  
reference only providing  
turns east of Power Plant.Base leg east  
of the Power Plant.Base leg east  
of the Power Plant.Complete base leg  
turn at or above  
4000 feet.

PIMA FREEWAY

SALT RIVER

1 NM 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16

## RIVER VISUAL RWY 25L

When visual approaches to Runway 25L are in progress, clearances will be  
given utilizing in part the following phraseology:

"(IDENT) CLEARED FOR A RIVER VISUAL RUNWAY 25L APPROACH"

## RIVER VISUAL RWY 25L

Orig 09127

33°26'N-112°01'W

PHOENIX, ARIZONA

PHOENIX SKY HARBOR INTL (PHX)

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>65811</b> <b>W07A</b>	APP CRS <b>078°</b>	Rwy Idg TDZE <b>1116</b> Apt Elev <b>1135</b>
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# RNAV (GPS) Y RWY 7L

PHOENIX SKY HARBOR INTL (PHX)

**▼** For inoperative MALS, increase LPV all Cats visibility to RVR 5000.  
**▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).  
 DME/DME RNP-0.3 NA.

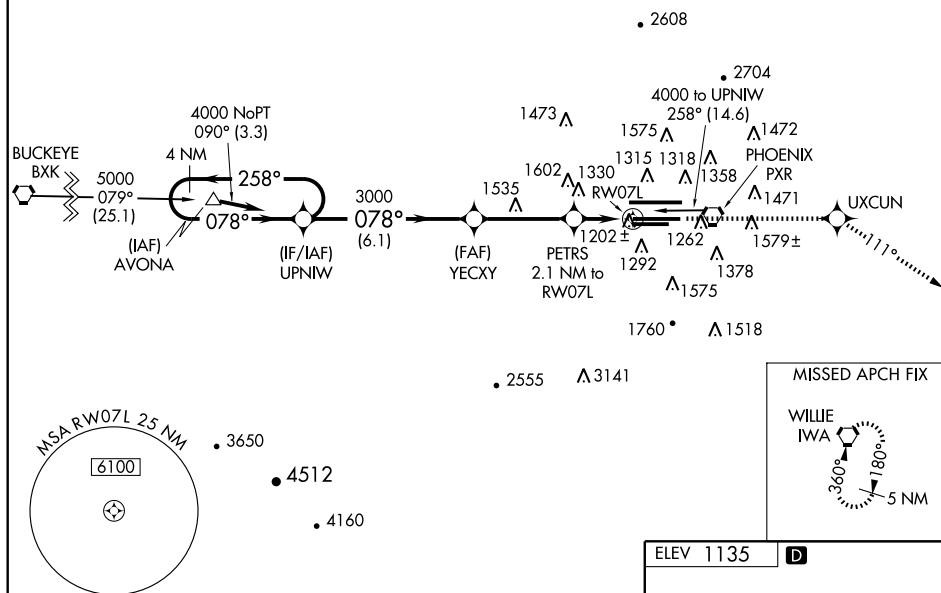
MALS



**MISSED APPROACH:** Climb to 5000 direct UXCUN and via 111° track to IWA VORTAC and hold.

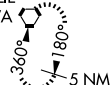
ATIS	PHOENIX APP CON	PHOENIX TOWER	GND CON	CLNC DEL
<b>127.575</b>	<b>128.65 353.8</b>	<b>118.7 278.8</b> (Rwy 8-26) <b>120.9 254.3</b> (Rwy 7L-25R, 7R-25L)	<b>119.75 269.2</b> (N) <b>132.55 269.2</b> (S)	<b>118.1 269.2</b>

A 2362



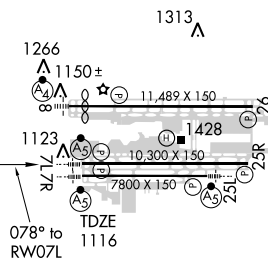
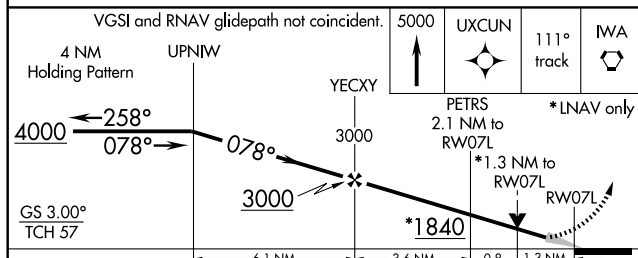
MISSED APCH FIX

WILLIE IWA



ELEV 1135

D



CATEGORY	A	B	C	D
LPV DA	1389/24	273 (300-½)		
LNAV/VNAV DA	1519/50	403 (400-1)		
LNAV MDA	1580/24 464 (500-½)	1580/40 464 (500-¾)	1580/50 464 (500-1)	
CIRCLING	1740-1 605 (700-1)	1740-1¾ 605 (700-1¾)	1920-2½ 785 (800-2½)	

HIRL Rwy 8-26, 7L-25R and 7R-25L  
 REIL Rwy 26

WAAS CH <b>73011</b> <b>W07B</b>	APP CRS <b>078°</b>	Rwy Idg TDZE <b>1116</b> Apt Elev <b>1135</b>	<b>7800</b> <b>1116</b> <b>1135</b>
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## RNAV (GPS) Y RWY 7R

PHOENIX SKY HARBOR INTL (PHX)

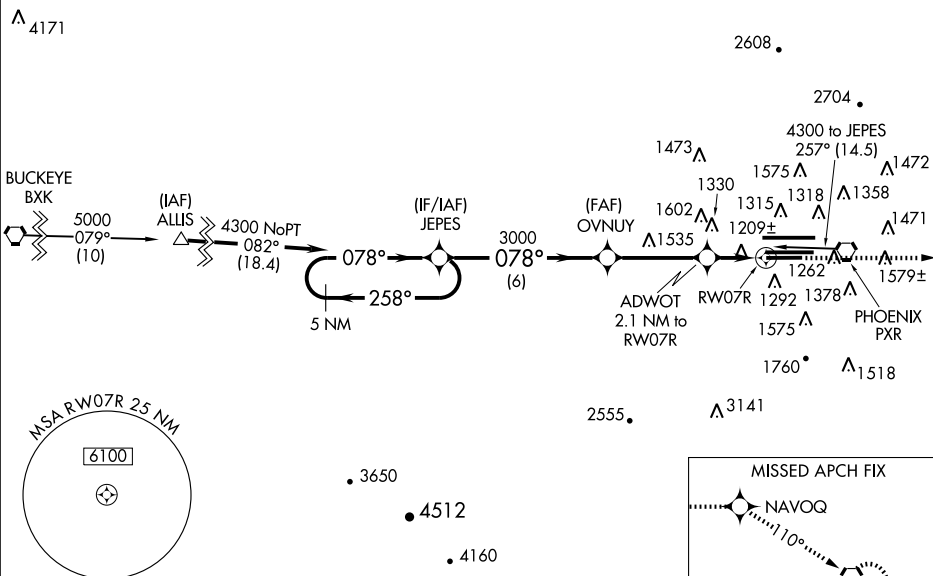
- ▼ For inoperative MALSR, increase LNAV Cat A/B visibility to 1 mile.  
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.  
Visibility reduction by helicopters NA.

MALSR



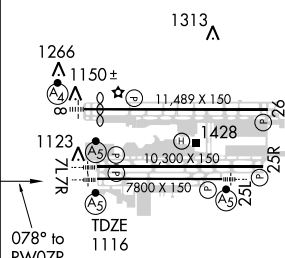
MISSED APPROACH: Climb to 5000 direct NAVOQ and via 110° track to IWA VORTAC and hold.

ATIS <b>127.575</b>	PHOENIX APP CON <b>128.65 353.8</b>	PHOENIX TOWER <b>118.7 278.8</b> (Rwy 8-26) <b>120.9 254.3</b> (Rwy 7L-25R, 7R-25L)	GND CON <b>119.75 269.2</b> (N) <b>132.55 269.2</b> (S)	CLNC DEL <b>118.1 269.2</b>
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ELEV 1135

D



HIRL Rwy 8-26, 7L-25R and 7R-25L  
REIL Rwy 26

PHOENIX, ARIZONA

Amdt 1 10098

33°26'N - 112°01'W

PHOENIX SKY HARBOR INTL (PHX)

RNAV (GPS) Y RWY 7R

SW-4, 21 OCT 2010 to 18 NOV 2010

VGSI and RNAV glidepath not coincident.				
5 NM Holding Pattern		JEPPES	OVNUY	5000
4300 ← 258°		078° →	078°	NAVVOQ
GS 3.00°		3000	ADWOT 2.1 NM to RW07R	110° track
TCH 57		6 NM	3.6 NM	IWA
			0.9	
			1.2 NM	
CATEGORY	A	B	C	D
LPV DA	1390-3/4		274 (300-3/4)	
LNAV/VNAV DA	1520-1		404 (400-1)	
LNAV MDA	1580-3/4		464 (500-3/4)	
			1580-1 464 (500-1)	
CIRCLING	1740-1		605 (700-1)	
			1740-1 3/4 605 (700-1 3/4)	
			1920-2 1/2 785 (800-2 1/2)	

WAAS CH <b>86611</b> <b>W08A</b>	APP CRS <b>078°</b>	Rwy Idg TDZE <b>1118</b> Apt Elev <b>1135</b>
--	------------------------	---

# RNAV (GPS) Y RWY 8

## PHOENIX SKY HARBOR INTL (PHX)

**▽**  
**Δ** Inoperative table does not apply.  
DME/DME RNP- 0.3 NA.  
Visibility reduction by helicopters NA.

MALSF



MISSED APPROACH: Climb to 5000 direct YOKXO and via 114° track to IWA VORTAC and hold.

ATIS <b>127.575</b>	PHOENIX APP CON <b>128.65 353.8</b>	PHOENIX TOWER <b>118.7 278.8</b> (Rwy 8-26) <b>120.9 254.3</b> (Rwy 7L-25R, 7R-25L)	GND CON <b>119.75 269.2</b> (N) <b>132.55 269.2</b> (S)	CLNC DEL <b>118.1 269.2</b>
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Λ 4232  
• 4083  
Λ 4171

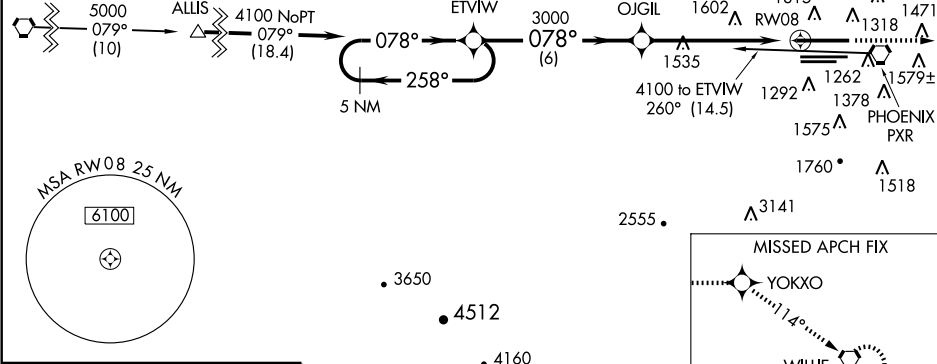
Λ 2362

• 2608

2704 •

BUCKEYE

BXK



ELEV 1135

D

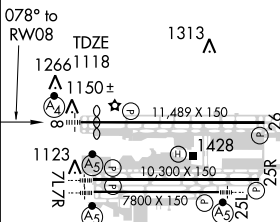
VGSI and RNAV glidepath not coincident.

5000

YOKXO

114° track

IWA



5 NM Holding Pattern

ETVIW

4100

258°

078°

078°

OJGIL

3000

RW08

GS 3.00°  
TCH 54

6 NM

5.7 NM

CATEGORY	A	B	C	D
LPV DA	1394-1 276 (300-1)			
LNAV MDA	1860-1 742 (800-1)	1860-1¼ 742 (800-1¼)	1860-2¼ 742 (800-2¼)	1860-2½ 742 (800-2½)
CIRCLING	1860-1 725 (800-1)	1860-1¼ 725 (800-1¼)	1860-2¼ 725 (800-2¼)	1920-2½ 785 (800-2½)

PHOENIX, ARIZONA

Amdt 1 10098

33° 26' N - 112° 01' W

PHOENIX SKY HARBOR INTL (PHX)

RNAV (GPS) Y RWY 8

WAAS CH <b>82211</b> <b>W25B</b>	APP CRS <b>258°</b>	Rwy Idg TDZE Apt Elev <b>7800</b> <b>1126</b> <b>1135</b>
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## RNAV (GPS) Y RWY 25L

PHOENIX SKY HARBOR INTL (PHX)

For inoperative MALS, increase LPV all Cats visibility to 1¼.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).  
DME/DME RNP-0.3 NA.

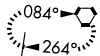
MALS



MISSED APPROACH: Climb to 5000 direct OVNUI and via 261° track to BXX VORTAC and hold.

ATIS <b>127.575</b>	PHOENIX APP CON <b>128.65 353.8</b>	PHOENIX TOWER <b>118.7 278.8</b> (Rwy 8-26) <b>120.9 254.3</b> (Rwy 7L-25R, 7R-25L)	GND CON <b>119.75 269.2</b> (N) <b>132.55 269.2</b> (S)	CLNC DEL <b>118.1 269.2</b>
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MISSED APCH FIX

BUCKEYE  
BXX

5 NM

• 2608

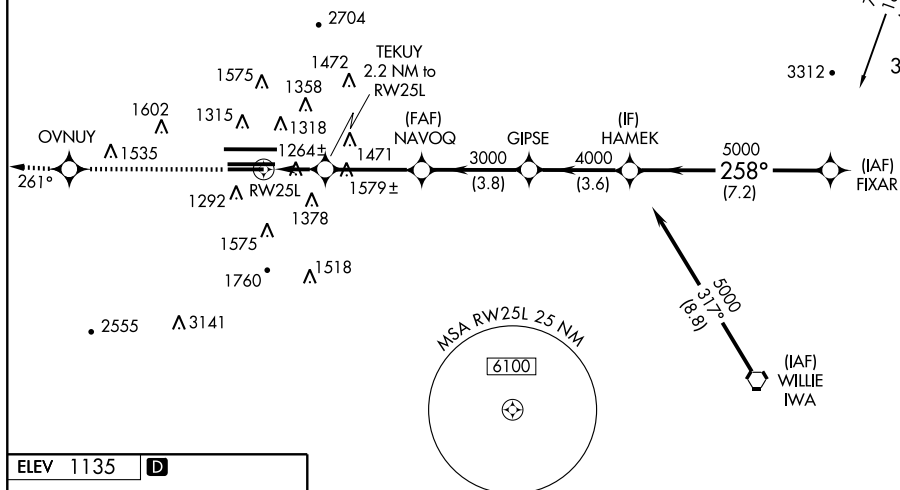
Procedure NA for arrivals at ZERLO via V190 northeast bound.

ZERLO



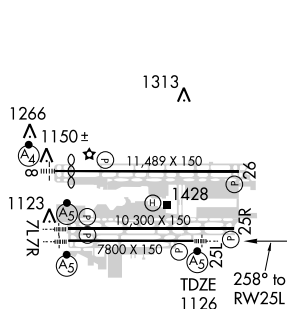
3312 •

3381



ELEV 1135

D



5000 ↑	OVNUI ✧	261° track	BXX ◻	VGSI and RNAV glidepath not coincident.				
* LNAV only				TEKUY 2.2 NM to RW25L	NAVOQ	GIPSE	HAMEK	FIXAR
* 1.5 NM to RW25L				✕		258°		7000
RW25L				1880*	3000	4000	5000	Procedure Turn NA
1.5 NM 0.7 NM				3.4 NM	3.8 NM	3.6 NM	7.2 NM	GS 3.00° TCH 49°
CATEGORY		A		B		C		D
LPV DA			1482-¾		356 (400-¾)			
LNAV/VNAV DA			1613-1¼		487 (500-1¼)			
LNAV MDA	1680-½ 554 (600-½)		1680-1 554 (600-1)		1680-1¼ 554 (600-1¼)			
CIRCLING	1740-1 605 (700-1)		1740-1¼ 605 (700-1¼)		1920-2½ 785 (800-2½)			

HIRL Rwy 8-26, 7L-25R and 7R-25L  
REIL Rwy 26

PHOENIX, ARIZONA

Amdt 1 10098

PHOENIX SKY HARBOR INTL (PHX)

33°26'N - 112°01'W

RNAV (GPS) Y RWY 25L

WAAS CH <b>40022</b> <b>W25A</b>	APP CRS <b>258°</b>	Rwy Idg <b>10300</b> TDZE <b>1134</b> Apt Elev <b>1135</b>
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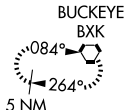
# RNAV (GPS) Y RWY 25R

PHOENIX SKY HARBOR INTL (PHX)

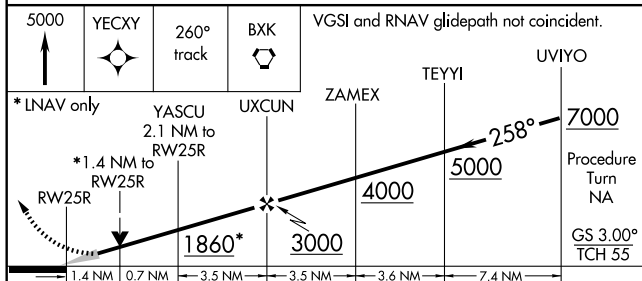
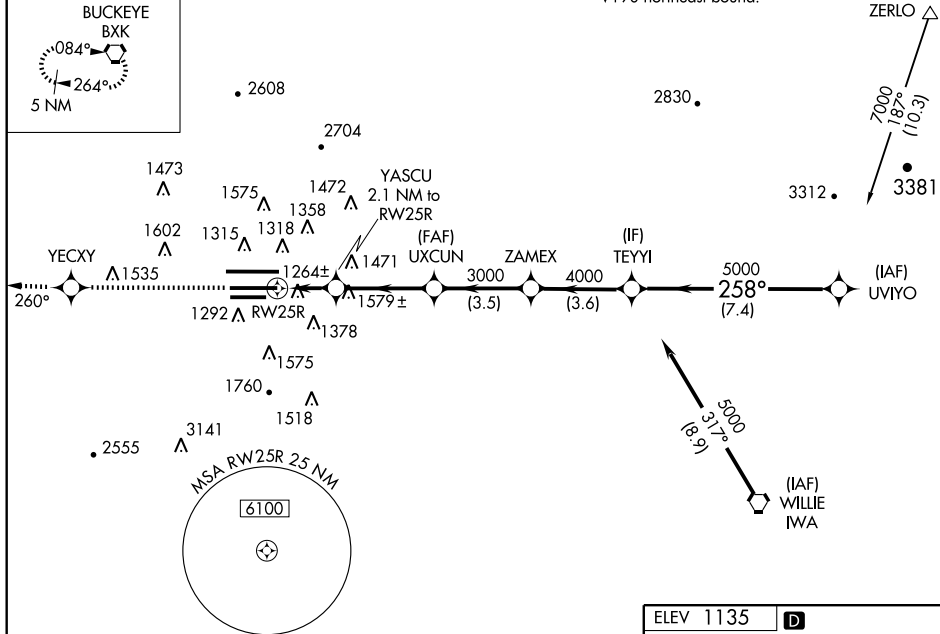
<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). ▲ DME/DME RNP: 0.3 NA.</p>	MISSED APPROACH: Climb to 5000 direct YECXY and via 260° track to BXX VORTAC and hold.
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ATIS <b>127.575</b>	PHOENIX APP CON <b>128.65 353.8</b>	PHOENIX TOWER <b>118.7 278.8</b> (Rwy 8-26) <b>120.9 254.3</b> (Rwy 7L-25R, 7R-25L)	GND CON <b>119.75 269.2</b> (N) <b>132.55 269.2</b> (S)	CLNC DEL <b>118.1 269.2</b>
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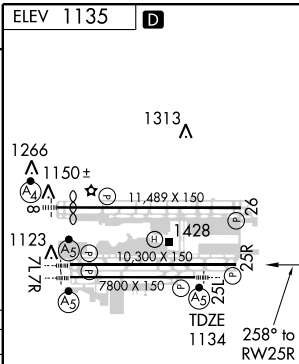
MISSED APCH FIX



Procedure NA for arrivals at ZERLO via V190 northeast bound.



CATEGORY	A	B	C	D
LPV DA	1439-1	305 (400-1)		
LNAV/VNAV DA	1580-1½	446 (500-1½)		
LNAV MDA	1640-1	506 (600-1)	1640-1½	506 (600-1½)
CIRCLING	1740-1	605 (700-1)	1740-1¾ 605 (700-1¾)	1920-2½ 785 (800-2½)



ELEV 1135	D
HIRL Rwy 8-26, 7L-25R and 7R-25L REIL Rwy 26	

WAAS CH <b>70321</b> <b>W26A</b>	APP CRS <b>258°</b>	Rwy Idg <b>11489</b> TDZE <b>1135</b> Apt Elev <b>1135</b>
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**RNAV (GPS) Y RWY 26**

PHOENIX SKY HARBOR INTL (PHX)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV  
NA below -17°C (2°F) or above 46°C (114°F).  
▲ DME/DME RNP-0.3 NA.

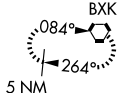
MISSED APPROACH: Climb to 5000 direct OJGIL and via  
259° track to BKK VORTAC and hold.

ATIS <b>127.575</b>	PHOENIX APP CON <b>128.65 353.8</b>	PHOENIX TOWER <b>118.7 278.8</b> (Rwy 8-26) <b>120.9 254.3</b> (Rwy 7L-25R, 7R-25L)	GND CON <b>119.75 269.2</b> (N) <b>132.55 269.2</b> (S)	CLNC DEL <b>118.1 269.2</b>
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MISSED APCH FIX

3982

Procedure NA for arrivals at ZERLO  
via V190 northeast bound.

BUCKEYE  
BKK

2608

2830

(IAF)  
ZERLO7000  
188°  
(9.8)

3312

3381

1473

1575

1358

1472

(FAF)

YOKXO

JAGAL

4000

258°

(3.6)

(IF)

TODRE

5000

258°

(7.4)

CERUN

1535

1602

1315

1318

1352±

1471

1550

1579±

1378

1575

1760

1518

2555

13141

MSA RW 26 2.5 NM

6100

5000

319°

(9.4)

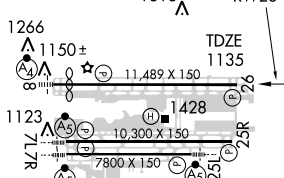
(IAF)

WILLIE

IWA

ELEV 1135

D



HIRL Rwy 8-26, 7L-25R and 7R-25L  
REIL Rwy 26

5000	OJGIL	259° track	BKK	VGS1 and RNAV glidepath not coincident.	TODRE	5000
*LNAV only	*1.9 NM to RW26					Procedure Turn NA
	RW26					GS 3.00° TCH 54
	1.9 NM	3.7 NM	3.4 NM	3.6 NM		
CATEGORY	A	B	C	D		
LPV DA	1436-1 301 (400-1)					
LNAV/VNAV DA	1659-1¾ 524 (600-1¾)					
LNAV MDA	1800-1	665 (700-1)	1800-1¾ 665 (700-1¾)	1800-2 665 (700-2)		
CIRCLING	1800-1	665 (700-1)	1800-1¾ 665 (700-1¾)	1920-2½ 785 (800-2½)		

APP CRS <b>078°</b>	Rwy Idg TDZE <b>1116</b>	<b>10300</b>
	Apt Elev <b>1135</b>	

# RNAV (RNP) Z RWY 7L

PHOENIX SKY HARBOR INTL (PHX)

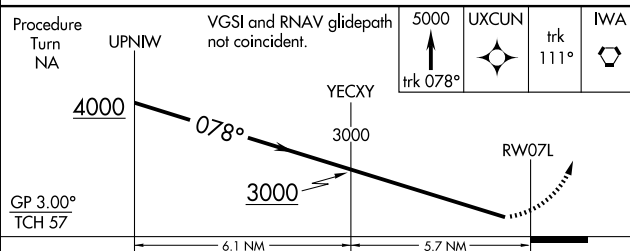
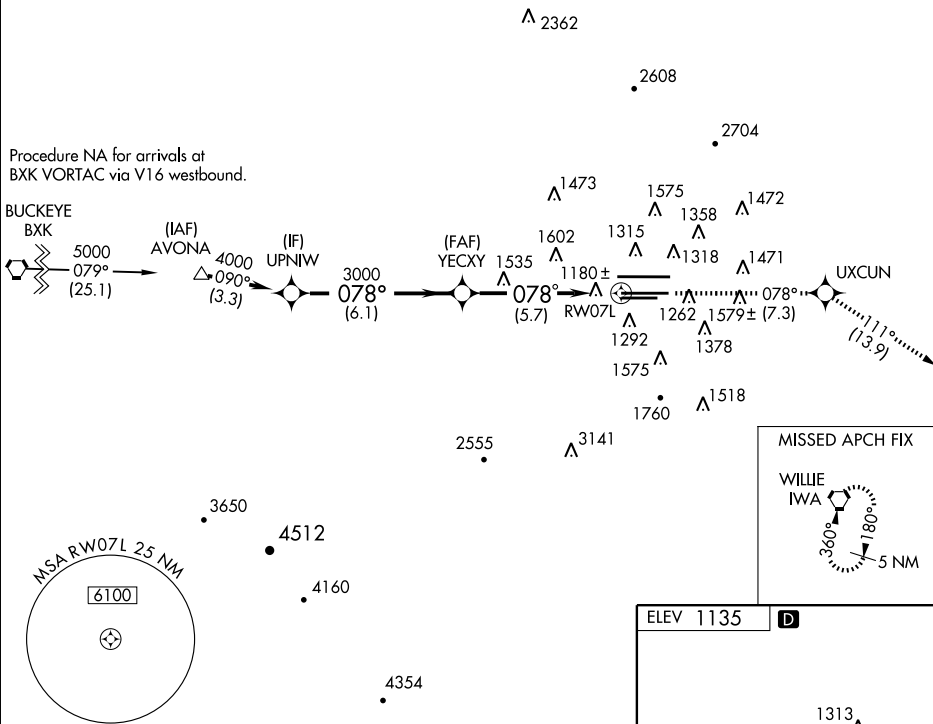
**GPS required.** Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 46°C (116°F). For inoperative MALS, increase RNP 0.30 all Cats visibility to 1½ mile.

MALS



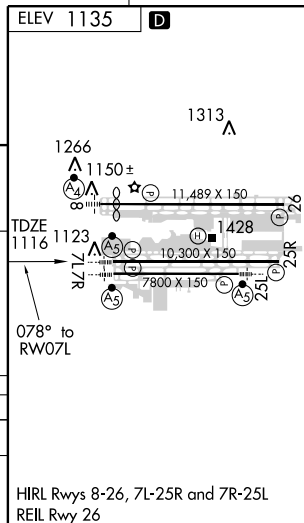
**MISSED APPROACH:** Climb to 5000 via track 078° to UXCUN and via track 111° to IWA VORTAC and hold.

ATIS <b>127.575</b>	PHOENIX APP CON <b>128.65 353.8</b>	PHOENIX TOWER <b>118.7 278.8</b> (Rwy 8-26) <b>120.9 254.3</b> (Rwy 7L-25R, 7R-25L)	GND CON <b>119.75 269.2</b> (N) <b>132.55 269.2</b> (S)	CLNC DEL <b>118.1 269.2</b>
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CATEGORY	A	B	C	D
RNP 0.30 DA	1523/50 407 (400-1)			

## SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED





APP CRS	Rwy Idg	<b>7800</b>
<b>078°</b>	TDZE	<b>1116</b>
	Apt Elev	<b>1135</b>

**RNAV (RNP) Z RWY 7R**

PHOENIX SKY HARBOR INTL (PHX)

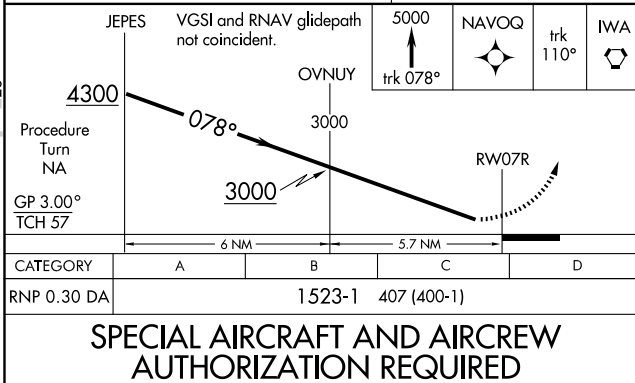
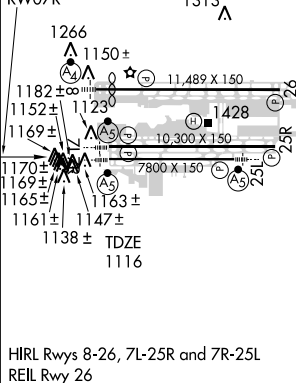
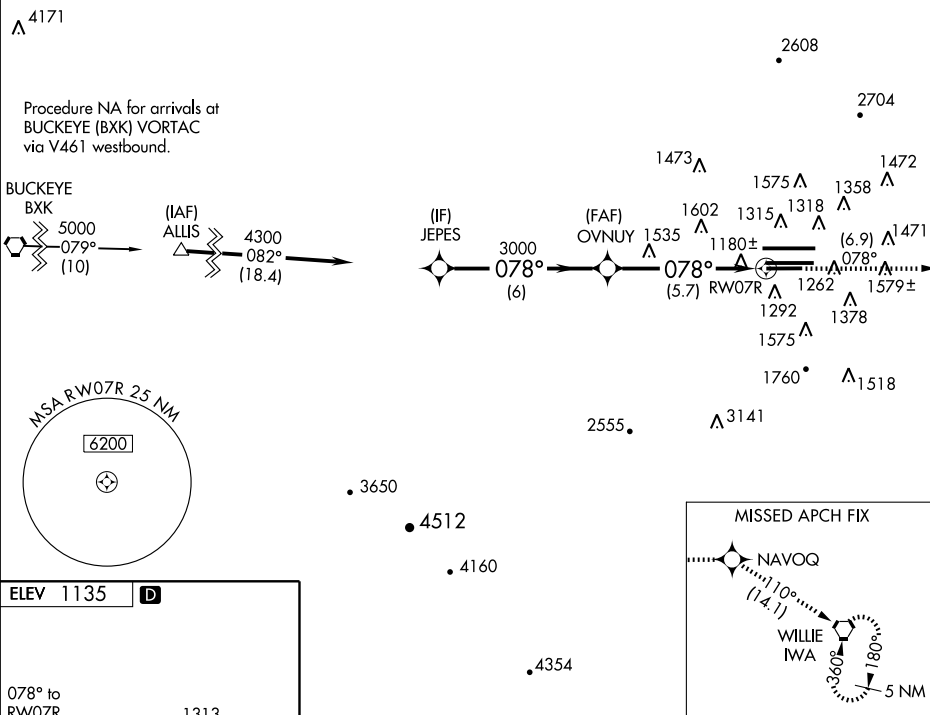
**GPS required.**  
 For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F)  
 or above 46°C (116°F).  
 For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1 1/2.

MALSR



**MISSED APPROACH:** Climb to 5000  
 via track 078° to NAVOQ and via track  
 110° to IWA VORTAC and hold.

ATIS <b>127.575</b>	PHOENIX APP CON <b>128.65 353.8</b>	PHOENIX TOWER <b>118.7 278.8</b> (Rwy 8-26) <b>120.9 254.3</b> (Rwy 7L-25R, 7R-25L)	GND CON <b>119.75 269.2</b> (N) <b>132.55 269.2</b> (S)	CLNC DEL <b>118.1 269.2</b>
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APP CRS **078°**  
Rwy Idg **10591**  
TDZE **1118**  
Apt Elev **1135**

**RNAV (RNP) Z RWY 8**  
PHOENIX SKY HARBOR INTL (PHX)

▼ GPS required. Visibility reduction by helicopters NA.  
For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 46°C (116°F).  
For inoperative MALSF, increase RNP 0.13 all Cats visibility to 1¼, and RNP 0.30 all Cats visibility to 1¾.

MALSF  
= =  
A4

MISSED APPROACH: Climb to 5000  
via track 078° to YOKXO and via track  
114° to IWA VORTAC and hold.

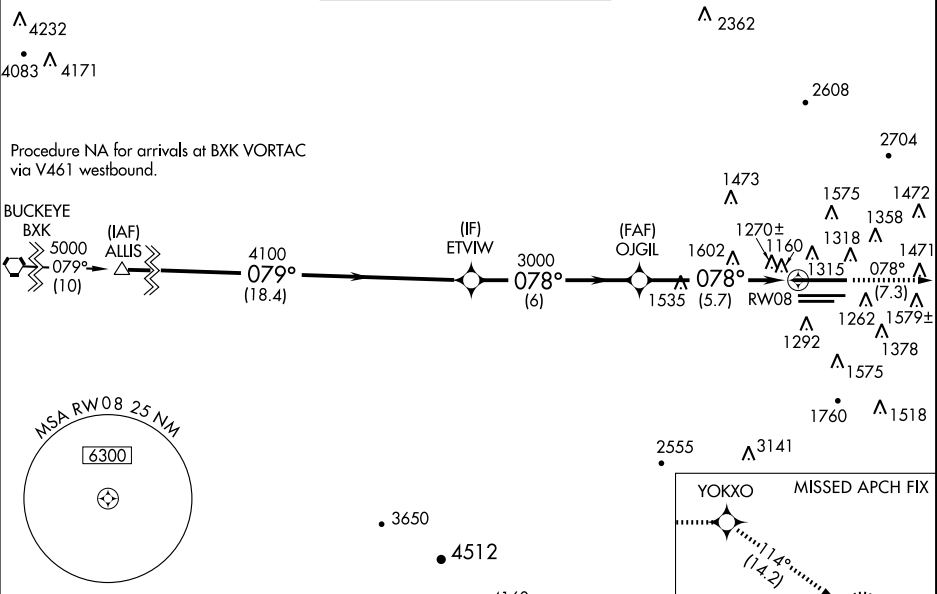
ATIS  
**127.575**

PHOENIX APP CON  
**128.65 353.8**

PHOENIX TOWER  
**118.7 278.8** (Rwy 8-26)  
**120.9 254.3** (Rwy 7L-25R, 7R-25L)

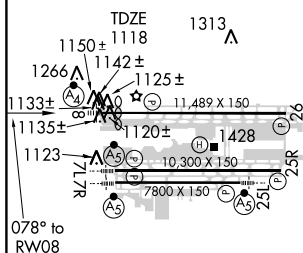
GND CON  
**119.75 269.2** (N)  
**132.55 269.2** (S)

CLNC DEL  
**118.1 269.2**

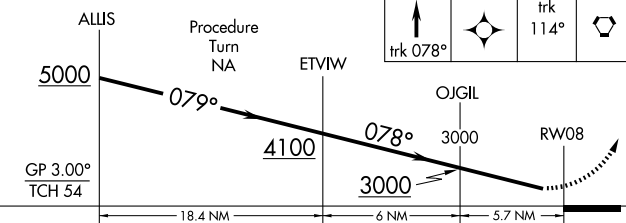


ELEV 1135

D



VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
RNP 0.13 DA	1478-1 360 (400-1)			
RNP 0.30 DA	1603-1½ 485 (500-1½)			

**SPECIAL AIRCRAFT AND AIRCREW  
AUTHORIZATION REQUIRED**

APP CRS **258°**  
Rwy Idg **7800**  
TDZE **1126**  
Apt Elev **1135**

# RNAV (RNP) Z RWY 25L

PHOENIX SKY HARBOR INTL (PHX)

▼ For inoperative MALS, increase RNP 0.11 all Cats visibility to  $1\frac{3}{4}$ , RNP 0.30 all Cats visibility to 2.  
Visibility reduction by helicopters NA. GPS required.  
For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 46°C (116°F).

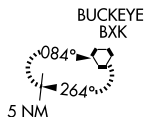
MALS



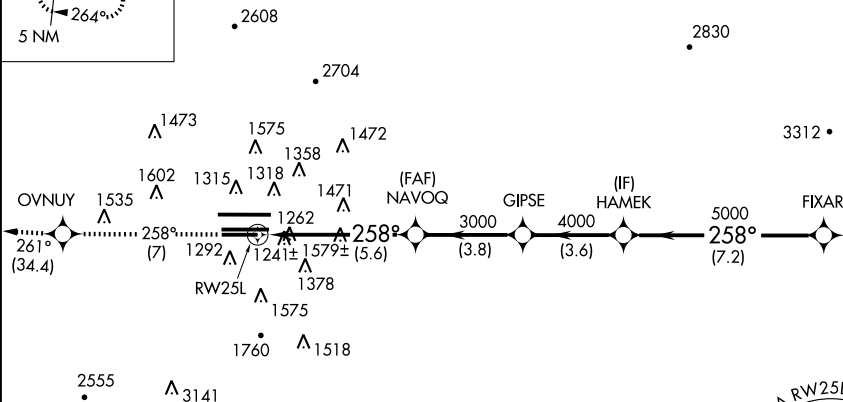
MISSED APPROACH: Climb to 5000 via track 258° to OVNUY and via track 261° to BXX VORTAC and hold.

ATIS	PHOENIX APP CON	PHOENIX TOWER	GND CON	CLNC DEL
<b>127.575</b>	<b>128.65 353.8</b>	<b>118.7 278.8</b> (Rwy 8-26) <b>120.9 254.3</b> (Rwy 7L-25R, 7R-25L)	<b>119.75 269.2</b> (N) <b>132.55 269.2</b> (S)	<b>118.1 269.2</b>

## MISSED APCH FIX

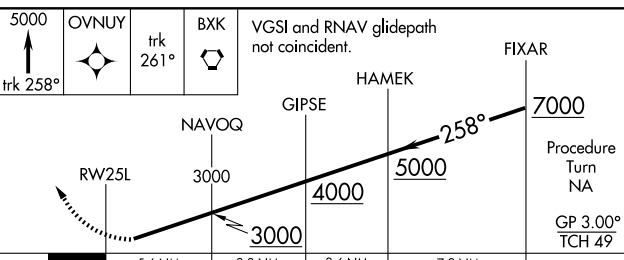
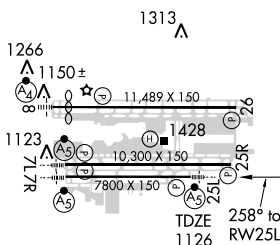


Procedure NA for arrivals at ZERLO via V190 northeast bound.



ELEV 1135

D



CATEGORY	A	B	C	D
RNP 0.11 DA	1617-1 $\frac{1}{4}$	491 (500-1 $\frac{1}{4}$ )		
RNP 0.30 DA	1664-1 $\frac{1}{2}$	538 (600-1 $\frac{1}{2}$ )		

## SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

APP CRS **258°**  
Rwy Idg **10300**  
TDZE **1134**  
Apt Elev **1135**

# RNAV (RNP) Z RWY 25R

PHOENIX SKY HARBOR INTL (PHX)

▼ Visibility reduction by helicopters NA. GPS required.  
For uncompensated Baro-VNAV systems, procedure NA below  
1°C (34°F) or above 46°C (116°F).

MISSED APPROACH: Climb to 5000 via track 258° to  
YECXY and via track 260° to BXK VORTAC and hold.

ATIS  
**127.575**

PHOENIX APP CON  
**128.65 353.8**

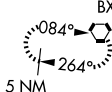
PHOENIX TOWER  
**118.7 278.8** (Rwy 8-26)  
**120.9 254.3** (Rwy 7L-25R, 7R-25L)

GND CON  
**119.75 269.2** (N)  
**132.55 269.2** (S)

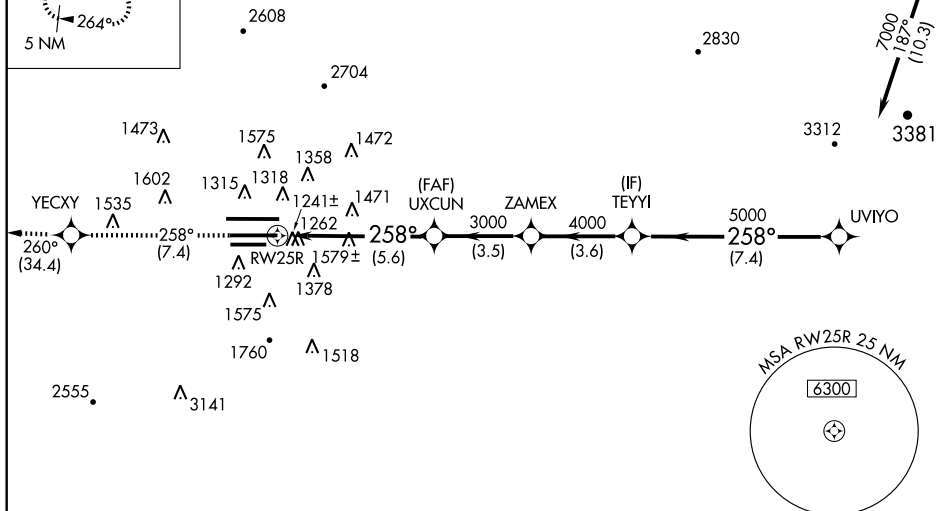
CLNC DEL  
**118.1 269.2**

MISSED APCH FIX

BUCKEYE  
BXK

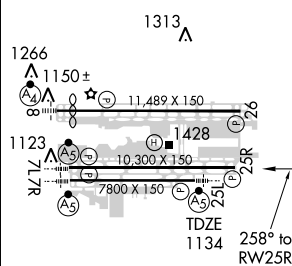
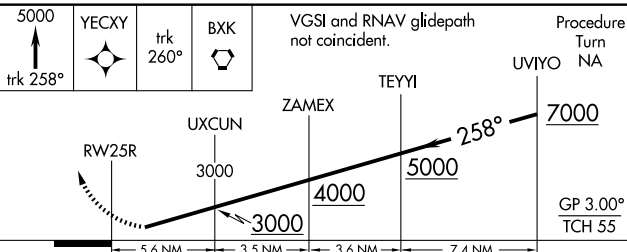


Procedure NA for arrivals at ZERLO  
via V190 northeastbound.



ELEV 1135

D



CATEGORY	A	B	C	D
RNP 0.20 DA	1597-1½ 463 (500-1½)			
RNP 0.30 DA	1622-1¾ 488 (500-1¾)			

**SPECIAL AIRCRAFT AND AIRCREW  
AUTHORIZATION REQUIRED**

HIRL Rwy 8-26, 7L-25R and 7R-25L  
REIL Rwy 26



## SILOW ONE DEPARTURE

SL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA

ATIS 127.575  
CLNC DEL  
118.1 269.2  
GND CON  
119.75 269.2 (NORTH)  
132.55 269.2 (SOUTH)  
PHOENIX TOWER  
118.7 278.8 (Rwy 8-26)  
120.9 254.3 (Rwys 7L-25R, 7R-25L)  
PHOENIX DEP CON  
119.2 281.45

BRYCE CANYON  
112.8 BCE : : : :  
Chan 75  
N37°41.35'  
W112°18.23'  
L-9, H-3

DOVE CREEK  
114.6 DVC : : : :  
Chan 93  
N37°48.53'  
W108°55.88'  
L-9, H-3

RATTLESNAKE  
115.3 RSK : : : :  
Chan 100  
N36°44.90'  
W108°05.93'  
L-8, H-4

GRAND CANYON  
113.1 GCN : : : :  
Chan 78  
N35°57.62'  
W112°08.76'

FLAGSTAFF  
113.85 FLG : : : :  
Chan 85 (Y)  
N35°08.83'  
W111°40.45'

WINSLOW  
112.6 INW : : : :  
Chan 73  
N35°03.70'  
W110°47.70'

## TAKE-OFF MINIMUMS

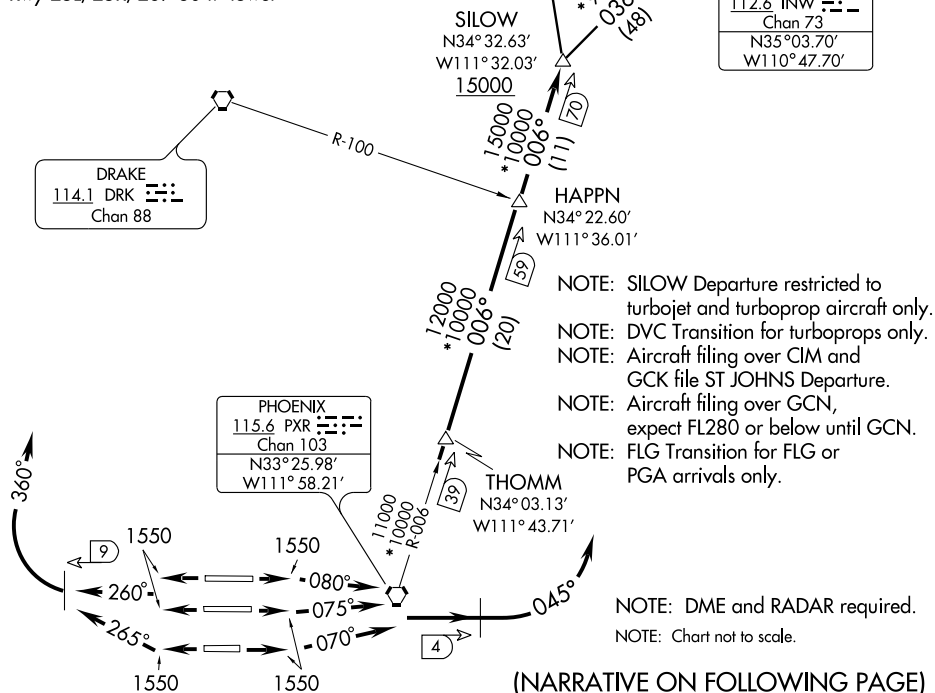
Rwy 25L/25R/26: Standard with minimum climb of 350' per NM to 7000.  
Rwy 7L/7R/8: Standard with minimum climb of 300' per NM to 7000.

## TAKE-OFF OBSTACLES

Rwy 25L/25R/26: 1750 building

## DEPARTURE OBSTACLES

Rwy 7L/7R/8: 1475 Mountain peak  
Rwy 25L/25R/26: 3047 tower





## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb runway heading to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°, maintain 7000. Thence....

TAKE-OFF RUNWAY 7R: Climb runway heading to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°, maintain 7000. Thence....

TAKE-OFF RUNWAY 8: Climb runway heading to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°, maintain 7000. Thence....

TAKE-OFF RUNWAY 25L: Climb runway heading to 1550, then climbing right turn heading 265°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 7000. Thence....

TAKE-OFF RUNWAY 25R: Climb runway heading to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 7000. Thence....

TAKE-OFF RUNWAY 26: Climb runway heading to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 7000. Thence....

....Expect radar vectors to PXR R-006 to SILOW INT. Then via (transition). Expect filed altitude 3 minutes after departure.

BRYCE CANYON TRANSITION (SILOW1.BCE): From over SILOW INT via FLG R-155 to FLG VOR/DME, then via FLG R-321 and GCN R-139 to GCN VOR/DME, then via GCN R-341 and BCE R-161 (V257) to BCE VORTAC.

DOVE CREEK TRANSITION (SILOW1.DVC): From over SILOW INT via INW R-216 to INW VORTAC, then via INW R-014 and DVC R-195 to DVC VORTAC.

FLAGSTAFF TRANSITION (SILOW1.FLG): From over SILOW INT via FLG R-155 to FLG VOR/DME.

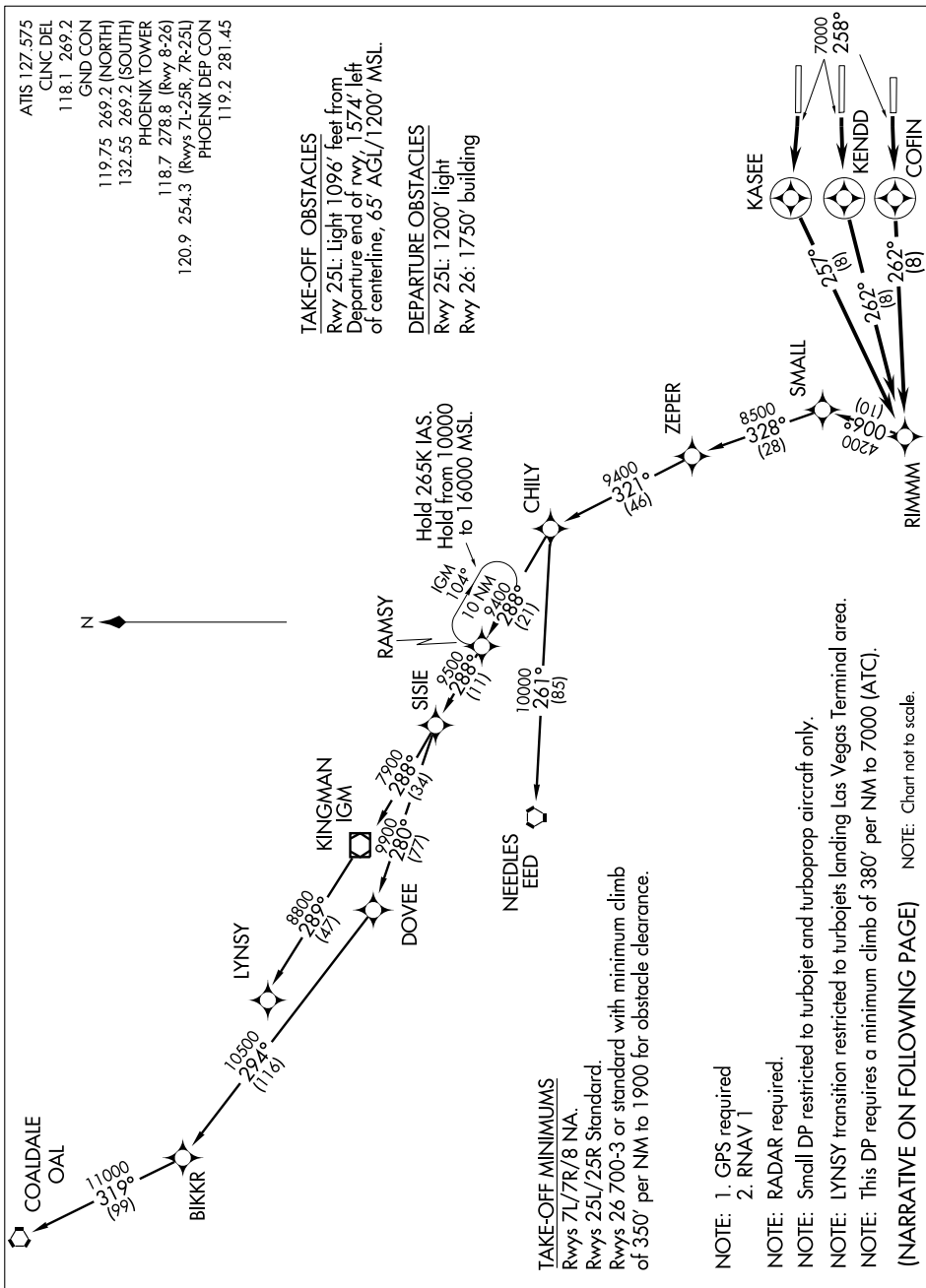
RATTLESNAKE TRANSITION (SILOW1.RSK): From over SILOW INT via INW R-216 to INW VORTAC, then via INW R-038 and RSK R-219 (V95/J44) to RSK VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

## SMALL ONE DEPARTURE (RNAV)

SW-4, 21 OCT 2010 to 18 NOV 2010



SW-4, 21 OCT 2010 to 18 NOV 2010

## SMALL ONE DEPARTURE (RNAV)



## SMALL ONE DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 25L: Climb via 258° course to COFIN WP, then via 262° track to RIMMM, Thence....

TAKE-OFF RUNWAY 25R: Climb via 258° course to KENDD WP, then VIA 262° track to RIMMM, Thence....

TAKE-OFF RUNWAY 26: Climb via 258° course to KASEE WP, then via 257° track to RIMMM, Thence....

....via (transition). Maintain 7000, expect filed altitude within 10 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

COALDALE TRANSITION (SMALL1.OAL)

LYNSY TRANSITION (SMALL1.LYNSY)

NEEDLES TRANSITION (SMALL1.EED)

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

NOTE: ST JOHNS DEPARTURE restricted to turbojet and turboprop aircraft only.

NOTE: Aircraft filing over ALS, RSK and points north of ALS file SLOW DEPARTURE.

NOTE: Aircraft filing over CIM, LVS and GCK file ST JOHNS DEPARTURE.

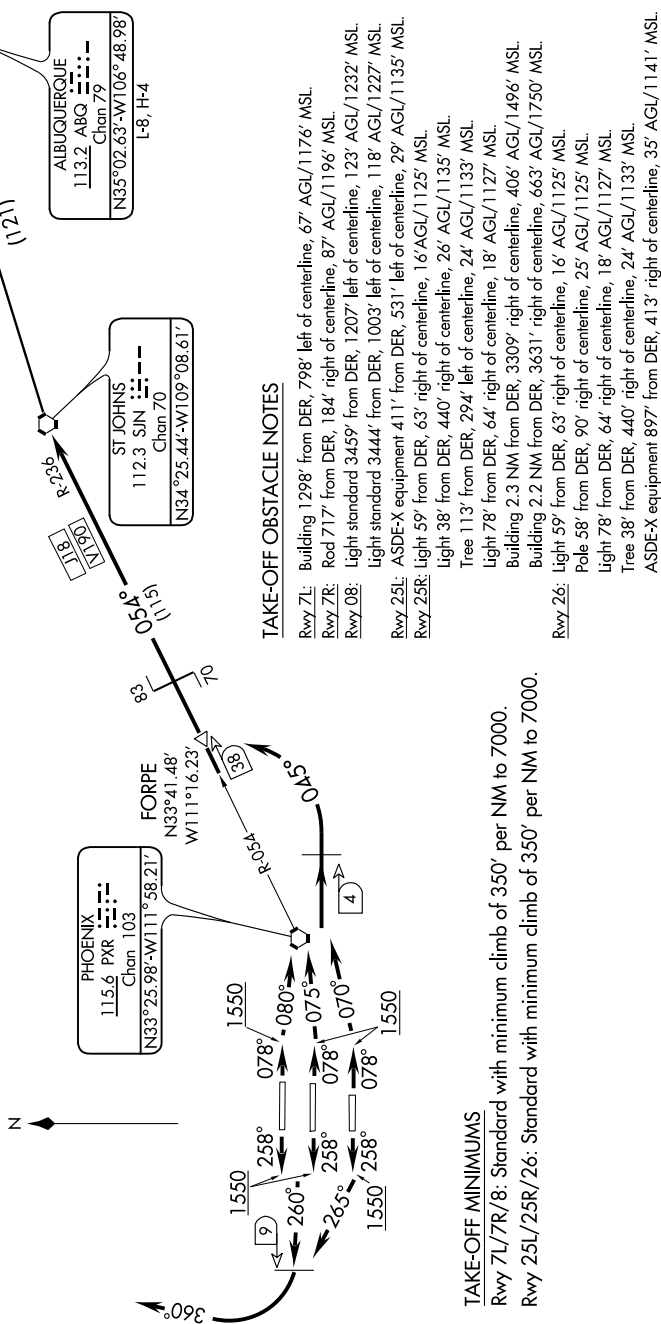
NOTE: Aircraft filing over ACH, IBL, ONM, CNX, PNH, MMB, TCC, IRW, and TXO file MAXXO DEPARTURE.

NOTE: DWE and RADAR required.

TXO file MAXXO DEPARTURE.

NOTE: DME and RADAR required.

ATIS 127.575
CLNC DEL
118.1 269.2
GND CON
119.75 269.2
132.55 269.2
PHOENIX TOW
118.7 278.8 (
120.9 254.3 (
PHOENIX DEP
119.2 281.45



## TAKE-OFF OBSTACLE NOTES

Rwy 7L: Building 1298' from DER, 798' left of centerline, 67' AGL/1176' MSL.

Rwy 7R: Rod 717' from DER, 184' right of centerline, 87' AGL/1196' MSL.

Rwy 08: Light standard 3459' from DER, 1207' left of centerline, 123' AGL/1232' MSL.

Light standard 3444' from DER. 1003' left of centerline. 118' AGL/1227' MSL.

Rwy 25L: ASDE-X equipment 411' from DER. 531' left of centerline. 29' AGL/1135' MSL.

Rwy 25R: Light 59' from DER. 63' right of centerline. 16'AGL/1125' MSL.

Light 38' from DER. 440' right of centerline. 26' AGL/1135' MSL.

Tree 113' from DER. 294' left of centerline. 24' AGI/1133' MSL.

Light 78' from DER. 64' right of centerline. 18' AGL/1127' MSL.

Building 2.3 NM from DER. 3309' right of centerline. 406' AGL/1496' MSL.

Building 2.2 NM from DER. 3631' right of centerline. 663' AGL/1750' MSL.

Rwy 26: Light 59' from DER, 63' right of centerline. 16' AGL/1125' MSL.

Pole 58' from DER. 90' right of center line. 25' AGL/1125' MSL.

light 78' from DER, 64' right of centerline, 18' AGL/1127' MSL.

Tree 38' from DER. 440' right of centerline. 24' AGL/1133' MSL.

ASDE-X equipment 897' from DER. 413' right of centerline. 35' AGL/1141' MSL.

## TAKE-OFF MINIMUMS

Rwy 71/7R/8. Standard with minimum climb of 350' per NM to 7000

Rwy 25L/25R/26: Standard with minimum climb of 350' per NM to 7000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-4. 21 OCT 2010 to 18 NOV 2010

T

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 078° to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing left turn heading 045° to PXR R-054 to SJN VORTAC, maintain 7000. Thence. . . .

TAKE-OFF RUNWAY 7L: Climb heading 078° to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing left turn heading 045° to PXR R-054 to SJN VORTAC, maintain 7000. Thence. . . .

TAKE-OFF RUNWAY 7R: Climb heading 078° to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing left turn heading 045° to PXR R-054 to SJN VORTAC, maintain 7000. Thence. . . .

TAKE-OFF RUNWAY 25R/26: Climb heading 258° to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 7000. Expect radar vectors to PXR R-054 to SJN VORTAC. Thence. . . .

TAKE-OFF RUNWAY 25L: Climb via 258° heading to 1550, then climbing right turn heading 265°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 7000. Expect radar vectors to PXR R-054 to SJN VORTAC. Thence. . . .

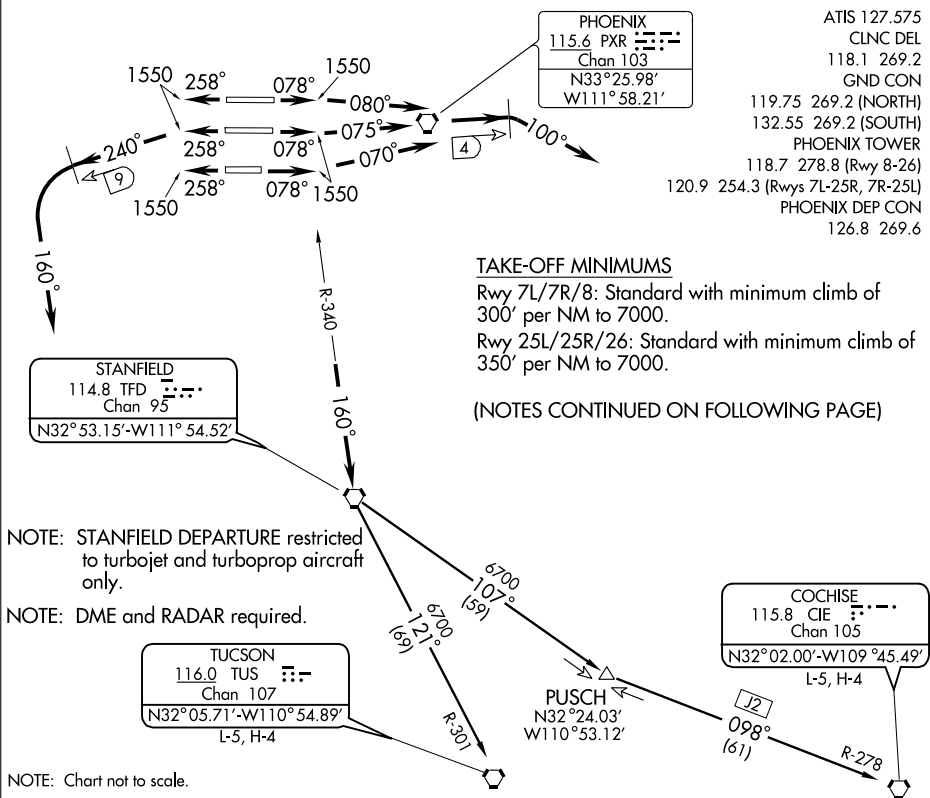
. . . .via assigned transition. Expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (SJN5.ABQ): From over SJN VORTAC via SJN R-059 and ABQ R-240 to ABQ VORTAC.

## STANFIELD TWO DEPARTURE

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA



## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RUNWAY 8:** Climb via 078° heading to 1550 then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

**TAKE-OFF RUNWAY 7L:** Climb via 078° heading to 1550 then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

**TAKE-OFF RUNWAY 7R:** Climb via 078° heading to 1550 then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

**TAKE-OFF RUNWAY 25L/25R/26:** Climb via 258° heading to 1550 then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 160°. Thence. . .

.... maintain 7000, expect radar vectors to TFD R-340 to TFD VORTAC. Thence via (Transition). Expect further clearance to filed altitude 3 minutes after departure.

**LOST COMMUNICATIONS:** Expect filed altitude 3 minutes after departure.

**COCHISE TRANSITION (TFD2.CIE):** From over TFD VORTAC via TFD R-107 to PUSCH INT, then via CIE R-278 to CIE VORTAC.

**TUCSON TRANSITION (TFD2.TUS):** From over TFD VORTAC via TFD R-121 and TUS R-301 to TUS VORTAC.

STANFIELD TWO DEPARTURE

(TFD2.TFD) 09127

PHOENIX, ARIZONA  
PHOENIX SKY HARBOR INTL (PHX)

SW-4, 21 OCT 2010 to 18 NOV 2010

## TAKEOFF NOTES CONT.

TAKE-OFF OBSTACLES

NOTE: Rwy 7L, building 1332' from departure end of runway, 798' left of centerline, 67' AGL/1176' MSL.

NOTE: Rwy 7R, rod 716' from departure end of runway, 184' right of centerline, 87' AGL/1196' MSL.

NOTE: Rwy 8, light standard 3530' from departure end of runway, 1207' left of centerline, 123' AGL/1232' MSL.

Rwy 8, light standard 3479' from departure end of runway, 1003' left of centerline, 118' AGL/1227' MSL.

NOTE: Rwy 25L, light standard 1129' from departure end of runway, 774' left of centerline, 120' AGL/1200' MSL.

NOTE: Rwy 26, light 59' from departure end of runway, 63' right of centerline, 16' AGL/1125' MSL.

Rwy 26, pole 58' from departure end of runway, 90' right of centerline, 25' AGL/1125' MSL.

Rwy 26, light 78' from departure end of runway, 64' right of centerline, 18' AGL/1127' MSL.

Rwy 26, light 38' from departure end of runway, 440' right of centerline, 24' AGL/1133' MSL.

Rwy 26, light standard 77' from departure end of runway, 453' left of centerline, 27' AGL/1136' MSL.

Rwy 26, light standard 74' from departure end of runway, 453' right of centerline, 33' AGL/1142' MSL.

Rwy 26, light standard 77' from departure end of runway, 434' right of centerline, 31' AGL/1140' MSL.

Rwy 26, light standard 64' from departure end of runway, 68' left of centerline, 1125' MSL.

Rwy 26, light 38' from departure end of runway, 440' right of centerline, 26' AGL/1135' MSL.

Rwy 26, tree 113' from departure end of runway, 294' left of centerline, 24' AGL/1133' MSL.

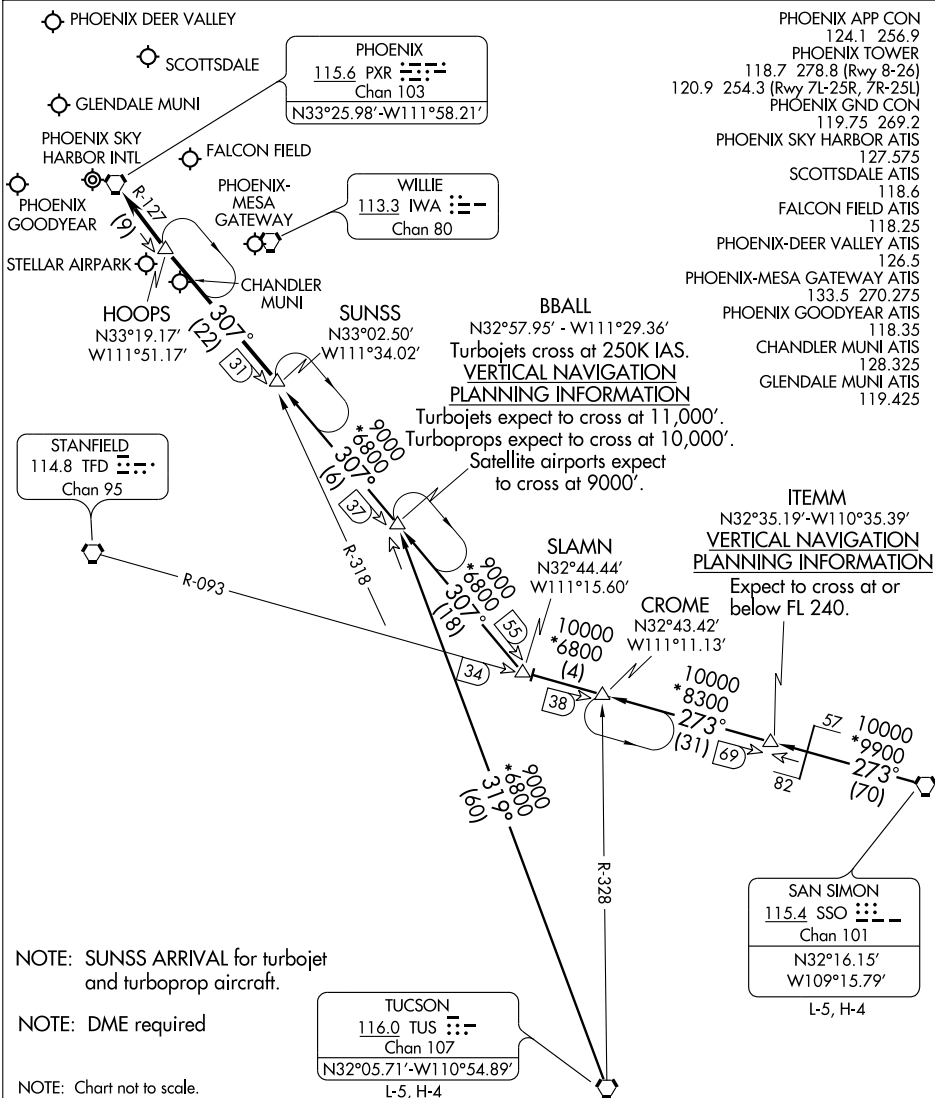
SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

## SUNSS SIX ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

**SAN SIMON TRANSITION (SSO.SUNSS6):** From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

**TUCSON TRANSITION (TUS.SUNSS6):** From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

## SUNSS SIX ARRIVAL

PHOENIX, ARIZONA

(VANZZ1.VANZZ) 10210

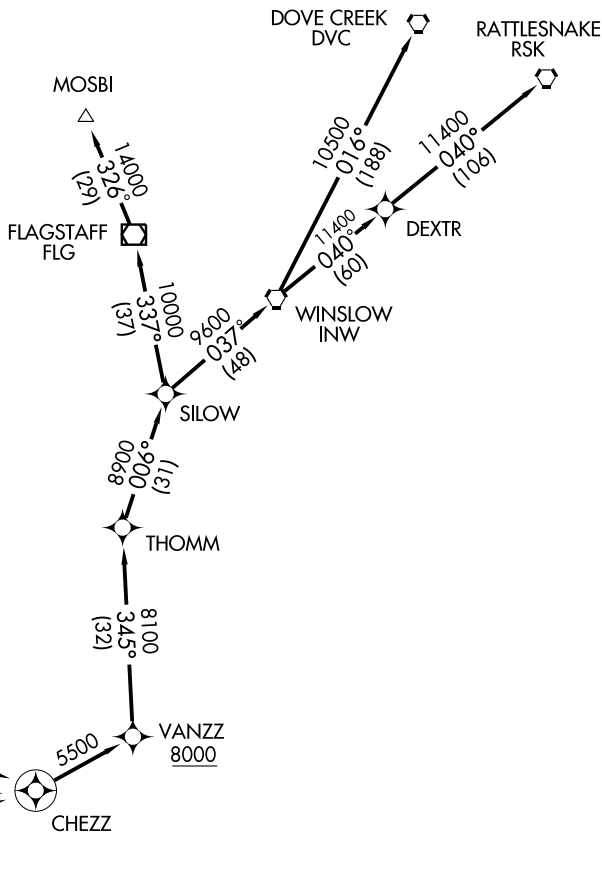
SL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA

## VANZZ ONE DEPARTURE (RNAV)

ATIS 127.575  
 CLNC DEL  
 118.1 269.2  
 GND CON  
 119.75 269.2 (NORTH)  
 132.55 269.2 (SOUTH)  
 PHOENIX TOWER  
 118.7 278.8 (Rwy 8-26)  
 120.9 254.3 (Rwys 7L-25R, 7R-25L)  
 PHOENIX DEP CON  
 119.2 281.45



## TAKE-OFF OBSTACLES

Rwy 7R: ROD 717, feet  
 from Departure end of rwy,  
 184' feet left of centerline,  
 61' AGL/1196' MSL.

## TAKE-OFF MINIMUMS

Rwys 25L/25R/26: NA  
 Rwys 7L/7R/8 standard

NOTE: 1. GPS required  
 2. RNAV 1

NOTE: RADAR required.

NOTE: This DP requires a minimum climb of 380' per NM to 7000 (ATC).

NOTE: VANZZ DP restricted to turbojet and turboprop aircraft only.

NOTE: FLG transition for FLG and PGA arrivals only.

NOTE: Aircraft filing over CIM, FTI, or GCK file CHEZZ or RIMM DP, ABQ Transition.

NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, GAG, TCC, BGD, IRW and TXO file CHEZZ or DSERT DP, DRYHT TRANSITION.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

VANZZ ONE DEPARTURE (RNAV)

(VANZZ1.VANZZ) 10210

PHOENIX, ARIZONA  
PHOENIX SKY HARBOR INTL (PHX)

SW-4, 21 OCT 2010 to 18 NOV 2010

## VANZZ ONE DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb via 078° course to ZILLA WP, then via 075° track to CHEZZ WP, Thence....

TAKE-OFF RUNWAY 7R: Climb via 078° course to TRAGZ WP, then VIA 074° track to CHEZZ WP, Thence....

TAKE-OFF RUNWAY 8: Climb via 078° course to PRIMY WP, then via 087° track to CHEZZ WP, Thence....

....via (transition). Maintain 7000, expect filed altitude within 10 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

DOVE CREEK TRANSITION (VANZZ1.DVC)

FLAGSTAFF TRANSITION (VANZZ1.FLG)

MOSBI TRANSITION (VANZZ1.MOSBI)

RATTLESNAKE TRANSITION (VANZZ1.RSK)

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

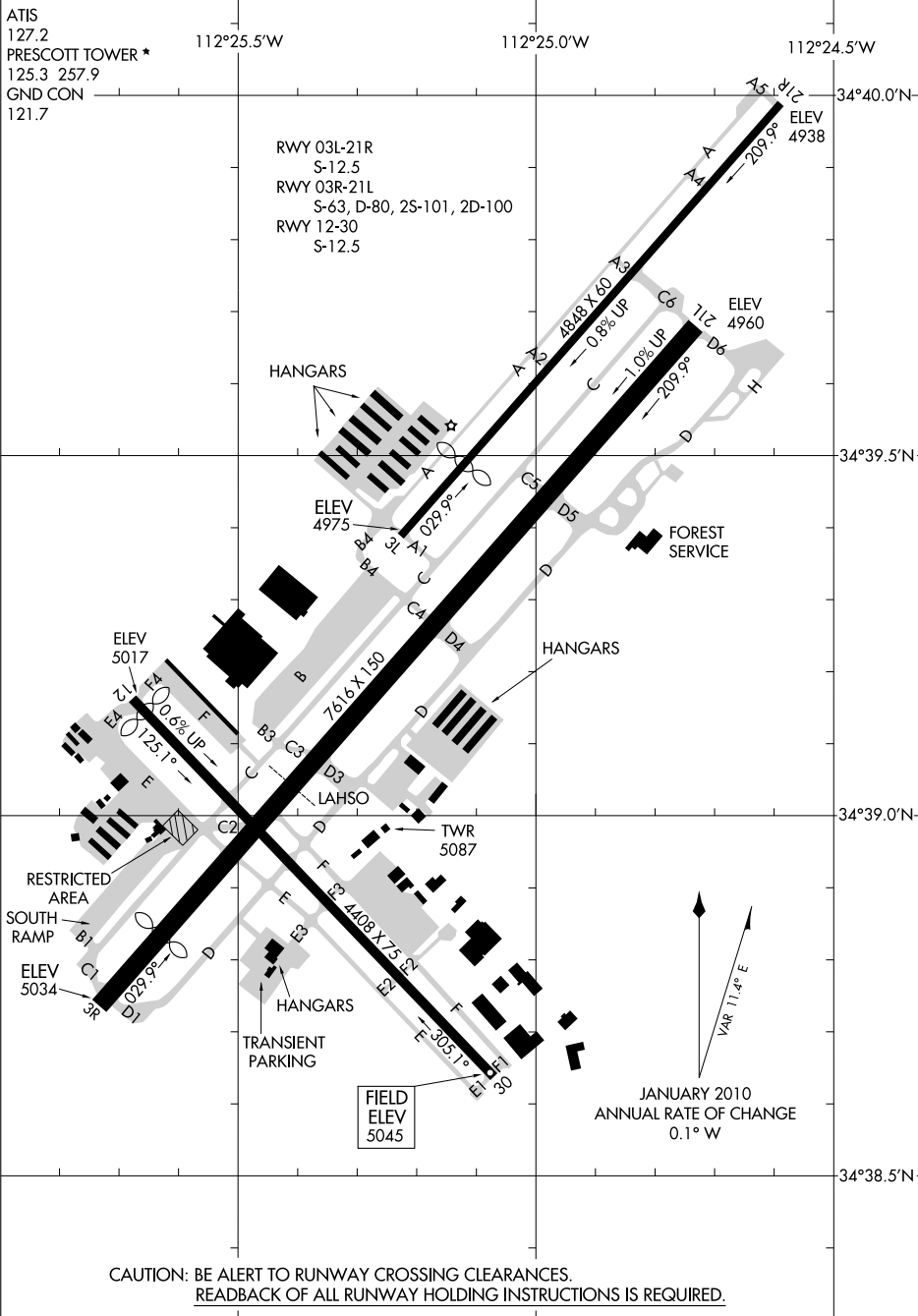


## AIRPORT DIAGRAM

AL-546 (FAA)

PRESCOTT/ERNEST A. LOVE FIELD (PRC)

PRESCOTT, ARIZONA



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

## AIRPORT DIAGRAM

PRESCOTT, ARIZONA

PRESCOTT/ERNEST A. LOVE FIELD (PRC)

**POLACCA** (P10) 3 SW UTC-7 N35°47.50' W110°25.40'

DENVER  
L-8G

5573 TPA-6398(825) NOTAM FILE PRC

RWY 04-22: H4200X50 (ASPH) LIRL

RWY 04: Brush. RWY 22: Brush.

**AIRPORT REMARKS:** Unattended. Rwy 04-22 has numerous large cracks, holes, and loose rock. Be alert 2-4' deep trench along south side of Rwy 22 thld running toward the west. Rocks piled, in circle, around wind indicator. Parking ramp in failed condition loose rock and numerous cracks. Rwy 04-22 has 1-3' brush 45' from centerline both sides full length of rwy. Road crossing rwy. Wash in safety zone. This aprt underlies a Military Operations Area (MOA). Pilots need to be aware of all restrictions and check for any NOTAMS in advance of flying through the MOA. Rwy 04-22 LIRL OTS indef.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:**

TUBA CITY (H) VORTAC 113.5 TBC Chan 82 N36°07.28' W111°16.18' 100° 45.7 NM to fld. 4960/15E.

## PRESCOTT

**ERNEST A. LOVE FLD** (PRC) 7 N UTC-7 N34°39.27' W112°25.18'

PHOENIX  
H-4J, L-8F  
IAP, AD

5045 B S4 FUEL 100LL, JET A TPA-See Remarks Class I, ARFF Index A

NOTAM FILE PRC

RWY 03R-21L: H7616X150 (ASPH-PFC) S-63, D-80, 2S-101, 2D-100 MIRL 1.0% up SW

RWY 03R: REIL. PAPI(P4L)-GA 4.0° TCH 45'. Thld dsplcd 788'. Road. Rgt tfc.

RWY 21L: MALSR. REIL. PAPI(P4L)-GA 3.0° TCH 45'. Rgt tfc.

RWY 03L-21R: H4848X60 (ASPH) S-12.5 MIRL 0.8% up SW

RWY 03L: PAPI(P2L)-GA 3.0° TCH 40'. Thld dsplcd 811'.

RWY 21R: PAPI(P2L)-GA 3.0° TCH 40'. Rgt tfc.

RWY 12-30: H4408X75 (ASPH) S-12.5 MIRL 0.6% up SE

RWY 12: REIL. PAPI(P2L)-GA 3.0° TCH 48'. Thld dsplcd 150'.

RWY 30: REIL. PAPI(P2L)-GA 3.0° TCH 40'.

**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 21L	12-30	5150

**AIRPORT REMARKS:** Attended 1400-0300Z. Fuel avbl 1400-0400Z call 928-443-9333. After hrs avbl per advance request. Rwy 03L-21R CLOSED 0500-1300Z. Wildlife invof rwys and twys. Acft departing Rwy 21L continue rwy heading until across highway and make immediate left turn. 20' drop off 300' from apch end Rwy 12. Rwy 21L designated calm wind rwy. Overnight parking fee. Ldg fee for tran commercial acft 12,500 lbs or greater based upon maximum certificated ldg weight. TPA for light acft all rwys 6045(1000). TPA for large acft, all turbo prop/jet and high performance acft all rwys 6545(1500). Voluntary noise abatement procedures in effect-ctc aprt opr 928-771-1150. After 0500Z ACTIVATE MIRL Rwy 03R-21L-CTAF. ACTIVATE MIRL Rwy 12-30 frequency 128.75. NOTE: See Special Notices-Extensive Flight Training in the vicinity of Ernest A. Love Field, Prescott, AZ.

**WEATHER DATA SOURCES:** ASOS (928)717-1287.

**COMMUNICATIONS:** CTAF 125.3 ATIS 127.2 UNICOM 122.95

PRESCOTT RCO 122.4 122.2 (PRESCOTT RADIO)

ALBUQUERQUE CENTER APP/DEP CON 128.45

PRESCOTT TOWER 125.3 (1300-0500Z) GND CON 121.7

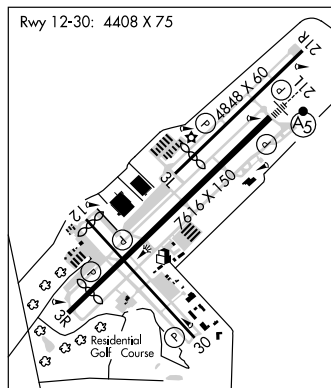
**AIRSPACE:** CLASS D svc (1300-0500Z) other times Class E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PRC.

DRAKE (H) VORTACW 114.1 DRK Chan 88 N34°42.15' W112°28.82' 120° 4.2 NM to fld. 4963/14E.

ILS/DME 108.5 I-PRC Chan 22 Rwy 21L. Class IA. ILS/DME unmonitored 0500-1300Z.

**COMM/NAV/WEATHER REMARKS:** Ctc Prescott Radio for airport advisory service on 125.3 when twr is clsd.



**ROBLES** N32°04.44' W111°21.62' NOTAM FILE PRC.

PHOENIX  
L-5C

NDB (MHW) 220 RBJ 070° 10.2 NM to Ryan Fld.

**ROLLE AIRFIELD** (See SAN LUIS)

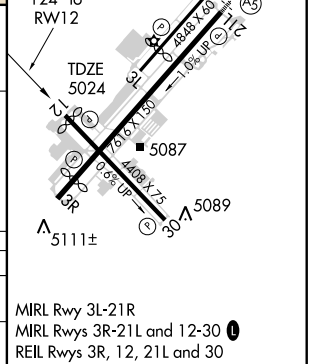
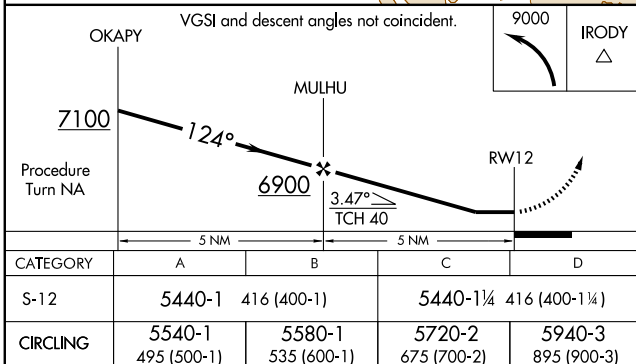
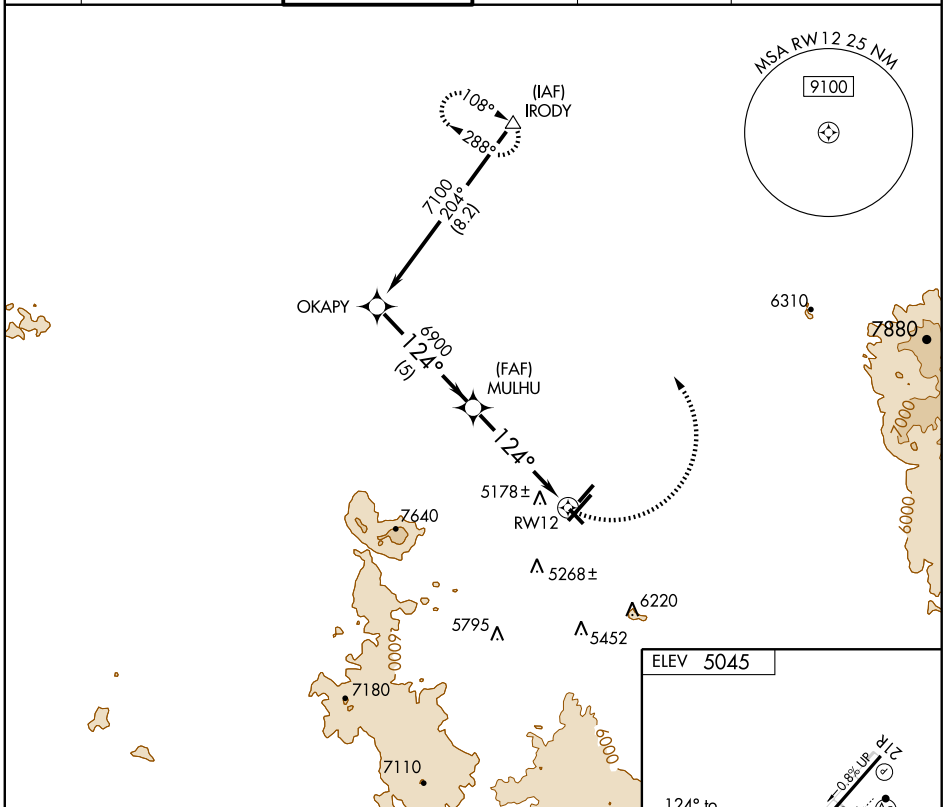
**RYAN FLD** (See TUCSON)

# GPS RWY 12

PRESCOTT / ERNEST A. LOVE FIELD (PRC)

APP CRS	Rwy Idg	<b>4258</b>
<b>124°</b>	TDZE	<b>5024</b>
	Apt Elev	<b>5045</b>

NA		MISSED APPROACH: Climbing left turn to 9000 direct IRODY WP and hold.			
ATIS	ALBUQUERQUE CENTER	PRESCOTT TOWER ★	GND CON	PRESCOTT RADIO	128.75 (12-30) 125.3 (CTAF) (3R-21L)
<b>127.2</b>	<b>128.45 298.9</b>	<b>125.3 (CTAF) 257.9</b>	<b>121.7</b>	<b>122.4 255.4</b>	



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

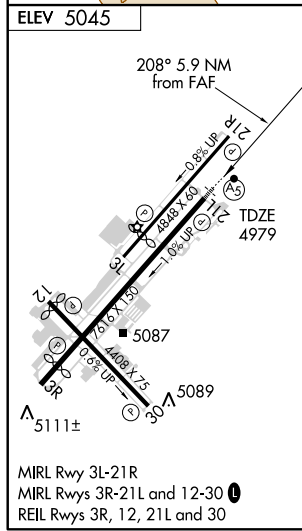
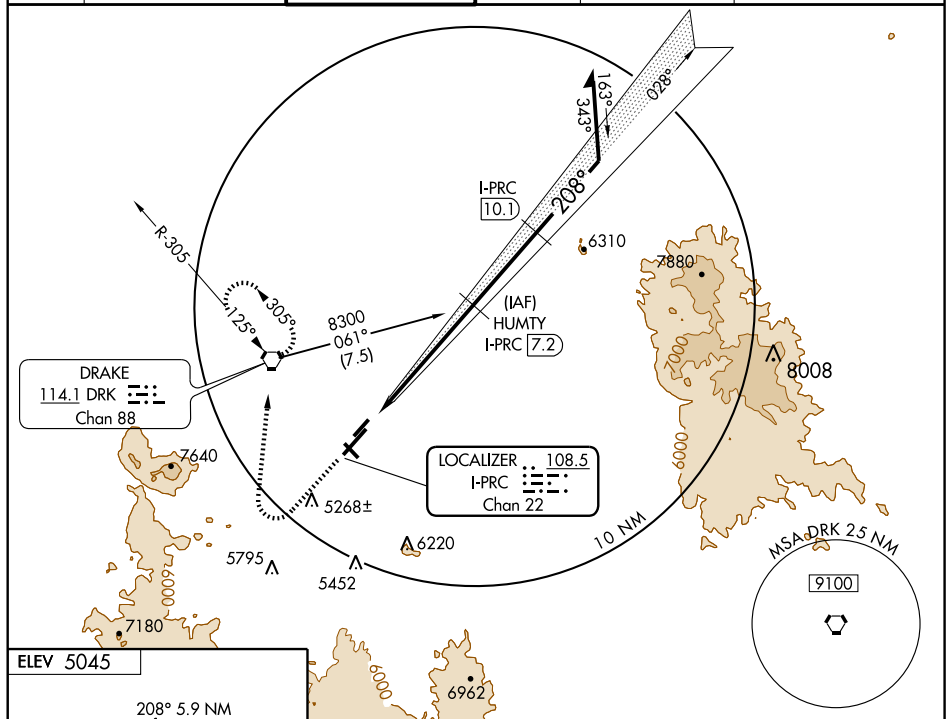
LOC/DME I-PRC <b>108.5</b> Chan <b>22</b>	APP CRS <b>208°</b>	Rwy Idg TDZE Apt Elev	<b>7616</b> <b>4979</b> <b>5045</b>
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# ILS/DME RWY 21L

PRESCOTT / ERNEST A. LOVE FIELD (PRC)

				MISSED APPROACH: Climb to 5600, then climbing right turn to 9000 via DRK VORTAC and DRK R-305, then turn right direct DRK VORTAC and hold.	
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ATIS <b>127.2</b>	ALBUQUERQUE CENTER <b>128.45 298.9</b>	PRESCOTT TOWER ★ <b>125.3 (CTAF) 257.9</b>	GND CON <b>121.7</b>	PRESCOTT RADIO <b>122.4 255.4</b>	<b>128.75 0</b> (12-30) <b>125.3 (CTAF) 0</b> (3R-21L)
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5600	9000	DRK R-305	HMTY I-PRC 7.2	DRK 114.1	Remain within 10 NM
Use I-PRC DME when on LOC course.					
I-PRC 1.4	I-PRC 10.1	I-PRC 10.1	I-PRC 10.1	I-PRC 10.1	028°
*LOC only					
5.9 NM					
2.9 NM					
CATEGORY	A	B	C	D	
S-ILS 21L	5179-½		200 (200-½)		
S-LOC 21L	5380-½		401 (400-½)		
CIRCLING	5540-1 495 (500-1)	5580-1 535 (600-1)	5720-2 675 (700-2)	5940-3 895 (900-3)	

## LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
LAS VEGAS, NV			
NORTH LAS VEGAS (VGT)	25	12R-30L	4,000 feet
	30L	07-25	4,000 feet
OGDEN, UT			
OGDEN-HINCKLEY (OGD)	03	07-25	4,700 feet
	07	03-21	3,450 feet
	21	16-34	4,550 feet
	34	07-25	3,850 feet
PRESCOTT, AZ			
ERNEST A. LOVE FIELD (PRC)	21L	12-30	5,150 feet

21 OCT 2010 to 18 NOV 2010

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WAAS CH <b>40002</b> <b>W21A</b>	APP CRS <b>208°</b>	Rwy Idg <b>7616</b> TDZE <b>4979</b> Apt Elev <b>5045</b>
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## RNAV (GPS) RWY 21L

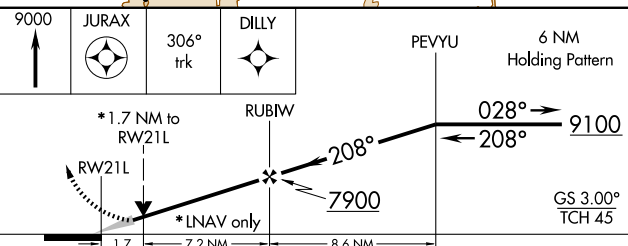
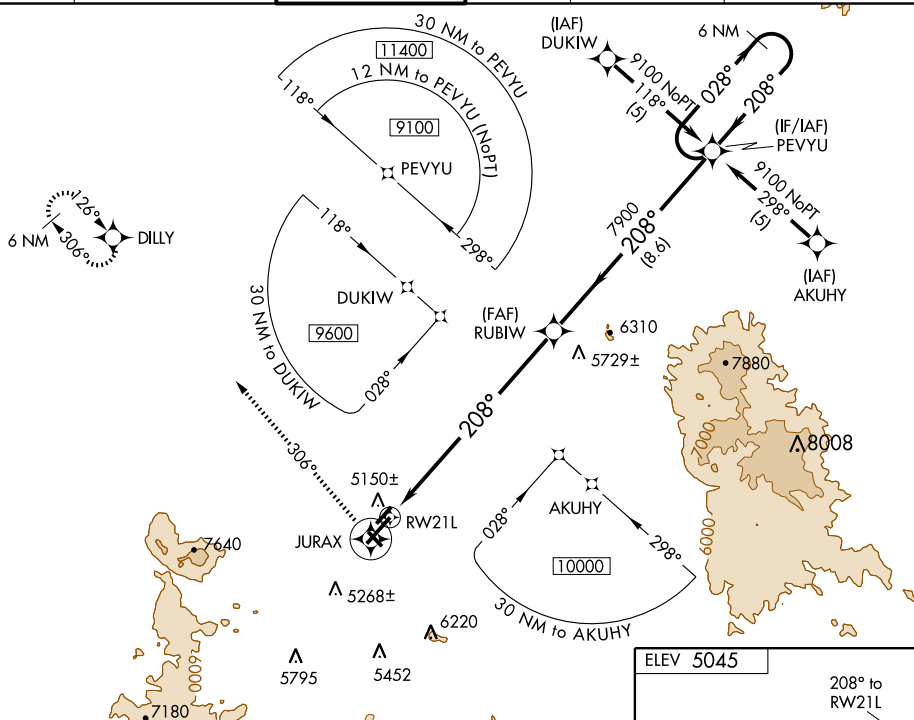
PRESCOTT / ERNEST A. LOVE FIELD (PRC)

**T** DME/DME RNP-0.3 NA.  
**A** Baro-VNAV NA below -25°C (-13°F).

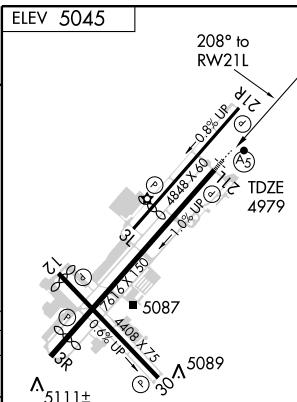


**MISSED APPROACH:** Climb to 9000 direct JURAX and via 306° track to DILLY and hold.

ATIS	ALBUQUERQUE CENTER	PRESCOTT TOWER ★	GND CON	PRESCOTT RADIO	128.75 (12-30)
127.2	128.45 298.9	125.3 (CTAF) 257.9	121.7	122.4 255.4	125.3 (CTAF) (3R-21L)



CATEGORY		A		B	C	D
LPV	DA	5230-½ 251 (200-½)				
RNAV/ VNAV	DA	5380-1 401 (400-1)				
RNAV	MDA	5560-½	581 (600-½)	5560-1 581 (600-1)	5560-1¼ 581 (600-1¼)	
CIRCLING		5560-1½ 515 (600-1½)	5660-1½ 615 (700-1½)	5720-2 675 (700-2)	6000-3 955 (1000-3)	



MIRL Rwy 3L-21R  
MIRL Rwys 3R-21L and 12-30 **L**  
REIL Rwys 3R, 12, 21L and 30

PRESCOTT, ARIZONA

Amdt 1 10098

PRESCOTT / ERNEST A. LOVE FIELD (PRC)

34°39'N - 112°25'W

RNAV (GPS) RWY 21L

SW-4. 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS  
**028°**

Rwy Idg  
**6828**

TDZE  
**5022**

Apt Elev  
**5045**

# RNAV (RNP) RWY 3R

PRESCOTT / ERNEST A. LOVE FIELD (PRC)

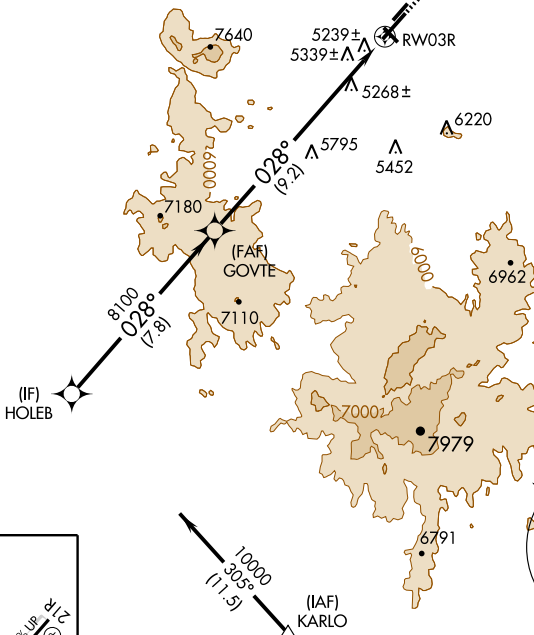
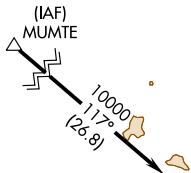
**GPS required.** For uncompensated Baro-VNAV systems, procedure NA below -11°C (12°F) or above 54°C (130°F).  
Visibility reduction by helicopters NA.  
Procedure NA at night.

**MISSED APPROACH:** Climb to 9100  
via track 028° to PEVYU and hold.

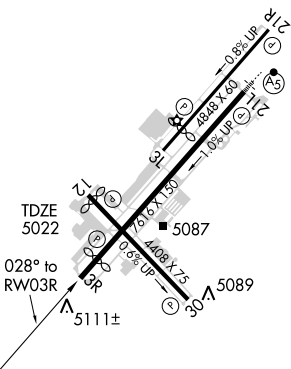
ATIS <b>127.2</b>	ALBUQUERQUE CENTER <b>128.45 298.9</b>	PRESCOTT TOWER ★ <b>125.3 (CTAF) 257.9</b>	GND CON <b>121.7</b>	PRESCOTT RADIO <b>122.4 255.4</b>	<b>128.75 0</b> (12-30) <b>125.3 (CTAF) 0</b> (3R-21L)
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Procedure NA for arrival at KARLO via V105 southeast bound, and for arrival at MUMTE via V12 southwest bound.

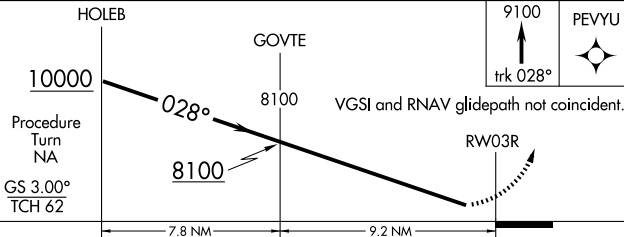
**MISSED APCH FIX**



ELEV 5045



MRL Rwy 3L-21R  
MRL Rwy 3R-21L and 12-30  
REIL Rwy 3R, 12, 21L and 30



CATEGORY	A	B	C	D
RNP 0.15 DA	5492-1½	470 (500-1½)		NA
RNP 0.30 DA	5667-2¼	645 (700-2¼)		NA

**SPECIAL AIRCRAFT AND AIRCREW  
AUTHORIZATION REQUIRED**

# VOR RWY 12

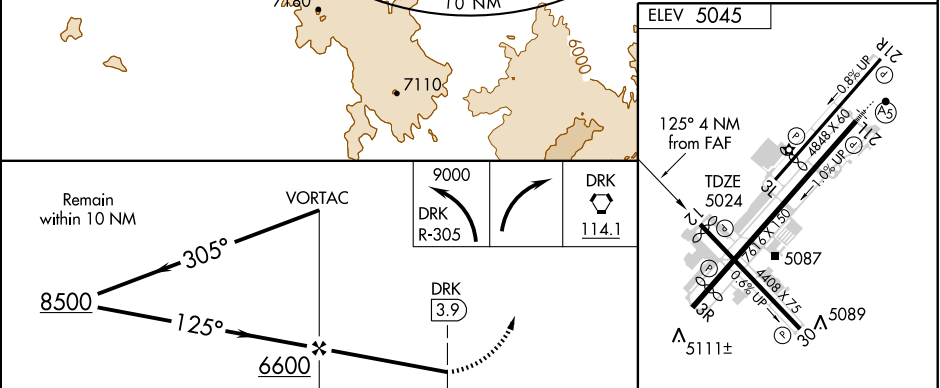
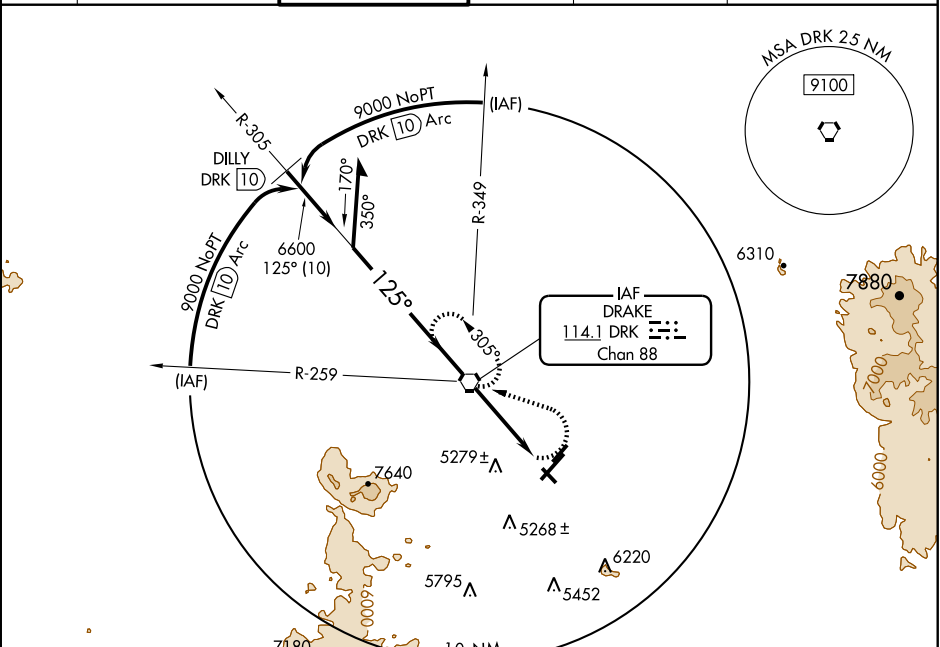
PRESCOTT / ERNEST A. LOVE FIELD (PRC)

VORTAC DRK <b>114.1</b> Chan <b>88</b>	APP CRS <b>125°</b>	Rwy Idg TDZE Apt Elev	<b>4258</b> <b>5024</b> <b>5045</b>
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MISSED APPROACH: Climbing left turn to 9000 via DRK VORTAC and DRK R-305, then turn right direct DRK VORTAC and hold.

ATIS <b>127.2</b>	ALBUQUERQUE CENTER <b>128.45 298.9</b>	PRESCOTT TOWER ★ <b>125.3 (CTAF) 257.9</b>	GND CON <b>121.7</b>	PRESCOTT RADIO <b>122.4 255.4</b>	<b>128.75 0</b> (12-30) <b>125.3 (CTAF) 0</b> (3R-21L)
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CATEGORY	A	B	C	D
S-12	5540-1	516 (500-1)	5540-1½ 516 (500-1½)	5540-1¾ 516 (500-1¾)
CIRCLING	5540-1 495 (500-1)	5580-1 535 (600-1)	5720-2 675 (700-2)	5940-3 895 (900-3)

MIRL Rwy 3L-21R  
MIRL Rwy 3R-21L and 12-30  
REIL Rwy 3R, 12, 21L and 30

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

# VOR RWY 12



**SAFFORD RGNL** (SAD) 3 E UTC-7 N32°51.20' W109°38.11'

3179 B S2 FUEL 100LL, JET A, A1+ TPA-4179(1000) NOTAM FILE SAD

RWY 12-30: H6006X100 (ASPH) S-33 MIRL

RWY 12: PAPI(P2L)—GA 3.0° TCH 37'. Fence.

RWY 30: PAPI(P2L)—GA 3.0° TCH 36'.

RWY 08-26: H4800X75 (ASPH) S-23 MIRL 0.4% up E

RWY 08: PAPI(P2L). Fence. RWY 26: PAPI(P2L).

**AIRPORT REMARKS:** Attended Mon-Sat 1430-0030Z and Sun 1430-2230Z. Fuel avbl after hrs contact (928) 552-0543. Traffic invof agriculture strip 1 mile SW of arpt.

**WEATHER DATA SOURCES:** ASOS 124.175 (928) 428-5178.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.3 (PRESCOTT RADIO)

ALBUQUERQUE CENTER APP/DEP CON 134.45

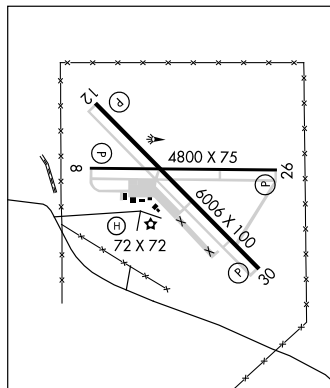
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PRC.

SAN SIMON (H) VORTACW 115.4 SSO Chan 101 N32°16.16'

W109°15.79' 319° 39.7 NM to fld. 3600/13E. HIWAS.

• • • • •

HELIPAD H1: H72X72 (CONC) MIRL



PHOENIX

H-4K, L-8H

IAP

**ST JOHNS INDUSTRIAL AIR PARK** (SJN) 1 N UTC-7 N34°31.11' W109°22.73'

5737 B FUEL 100LL, JET A TPA-6736(1000) NOTAM FILE SJN

RWY 14-32: H5322X75 (ASPH) S-90 MIRL

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Pole.

RWY 32: REIL. PAPI(P2R)—GA 3.0° TCH 40'. Thld dspcd 92'. Pole.

RWY 03-21: H3400X60 (ASPH) S-55 MIRL

RWY 03: Thld dspcd 190'. Tree.

**AIRPORT REMARKS:** Attended 1400-0000Z. Rwy 03 200' gravel clear area on S end of rwy. Twy parallel to Rwy 14-32 has reflectors entire length of twy on both sides. Rwy 32 calm wind rwy. Rwy 14 PAPI OTS indef. Rwy 32 PAPI OTS indef. ACTIVATE MIRL Rwy 03-21 and Rwy 14-32, PAPI Rwy 14 and Rwy 32, REIL Rwy 14 and Rwy 32—CTAF.

**WEATHER DATA SOURCES:** ASOS 134.225 (928) 337-3061.**COMMUNICATIONS:** CTAF/UNICOM 122.8

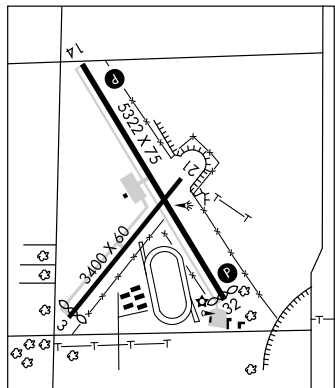
RCO 122.1R 112.3T (PRESCOTT RADIO)

ALBUQUERQUE CENTER APP/DEP CON 124.325

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SJN.

(H) VORTAC 112.3 SJN Chan 70 N34°25.44' W109°08.61'

284° 13.0 NM to fld. 6840/12E.

**SAN CARLOS APACHE** (See GLOBE)**SAN LUIS****ROLLE AIRFIELD** (44A) 5 ENE UTC-7 N32°30.98' W114°41.90'

163 NOTAM FILE PRC

RWY 17-35: H2800X60 (ASPH)

**AIRPORT REMARKS:** Unattended. Arpt unlgtd-frequent ngt military flights conducted. Arpt fenced and locked-inaccessible from ground. For access ctc arpt manager 928-726-5882 extension 156. Oil treated area surrounding existing paved rwy is heavily rutted. Mil ops require prior permission. Call 928-726-5882 ext 156.

**COMMUNICATIONS:** CTAF 122.9

PHOENIX

WAAS  
CH **69516**  
**W12A**

APP CRS  
**123°**

Rwy Idg **6006**  
TDZE **3167**  
Apt Elev **3179**

# RNAV (GPS) RWY 12

SAFFORD RGNL (SAD)

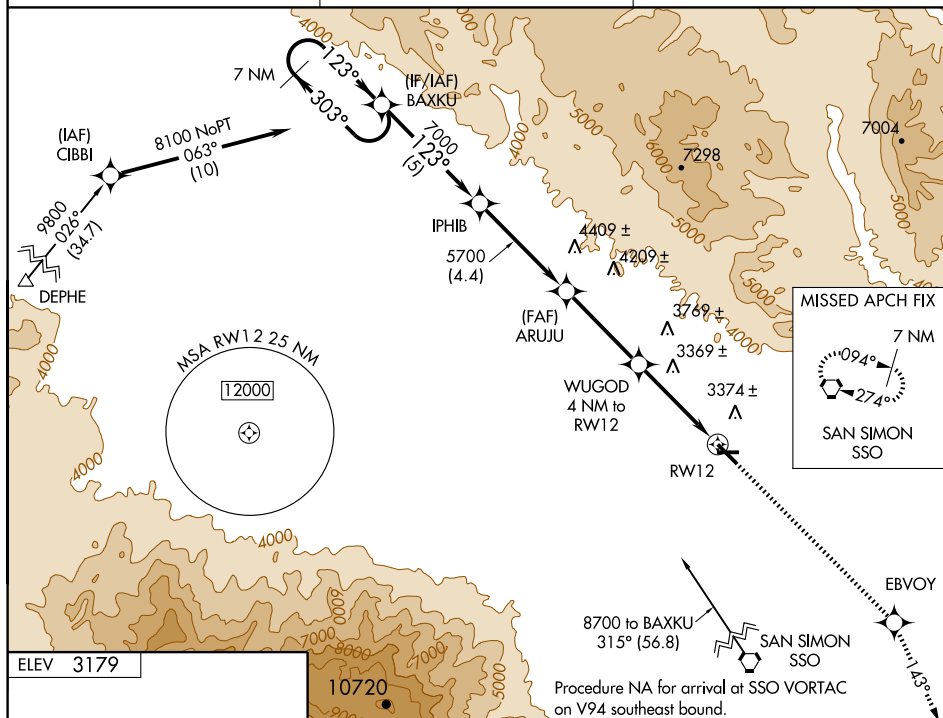
**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV  
**▲** NA below -21°C (-5°F) or above 54°C (130°F).  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 10000 direct EBVOY and on  
track 143° to SSO VORTAC and hold.

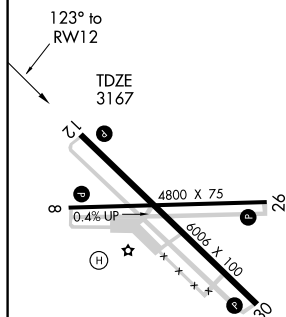
ASOS  
**124.175**

ALBUQUERQUE CENTER  
**134.45 327.15**

UNICOM  
**122.8 (CTAF) ①**



ELEV 3179



MIRL Rwy 8-26 and 12-30 ①

7 NM Holding Pattern		BAXKU		*LNAV only		10000	EBVOY	SSO
8100		303°		123°		↑		tr 143°
		7000		5700		4480*		
		GS 3.00°		TCH 38		5 NM		4.4 NM
								3.7 NM
								2.4 NM
								1.6 NM
CATEGORY		A	B	C	D			
LPV	DA	3417-1	250 (300-1)	NA				
LNAV/VNAV	DA	3623-1¾	456 (500-1¾)	NA				
LNAV	MDA	3700-1	533 (600-1)	NA				
CIRCLING		3740-1	561 (600-1)	NA				

WAAS CH <b>78316</b> <b>W30A</b>	APP CRS <b>303°</b>	Rwy Idg TDZE Apt Elev	<b>6006</b> <b>3169</b> <b>3179</b>
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# RNAV (GPS) RWY 30

SAFFORD RGNL (SAD)

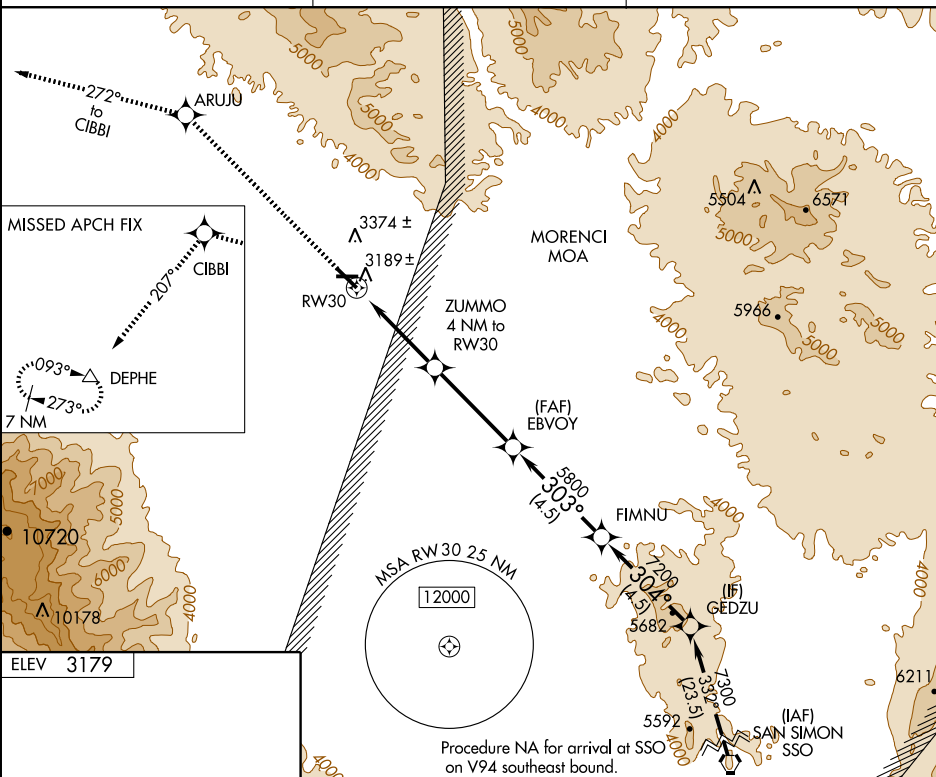
**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV  
**▲** NA below -21°C (-5°F) or above 54°C (130°F).  
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 10000 direct ARUJU and on  
 track 272° to CIBBI and on track 207° to DEPHE and hold.

ASOS  
**124.175**

ALBUQUERQUE CENTER  
**134.45 327.15**

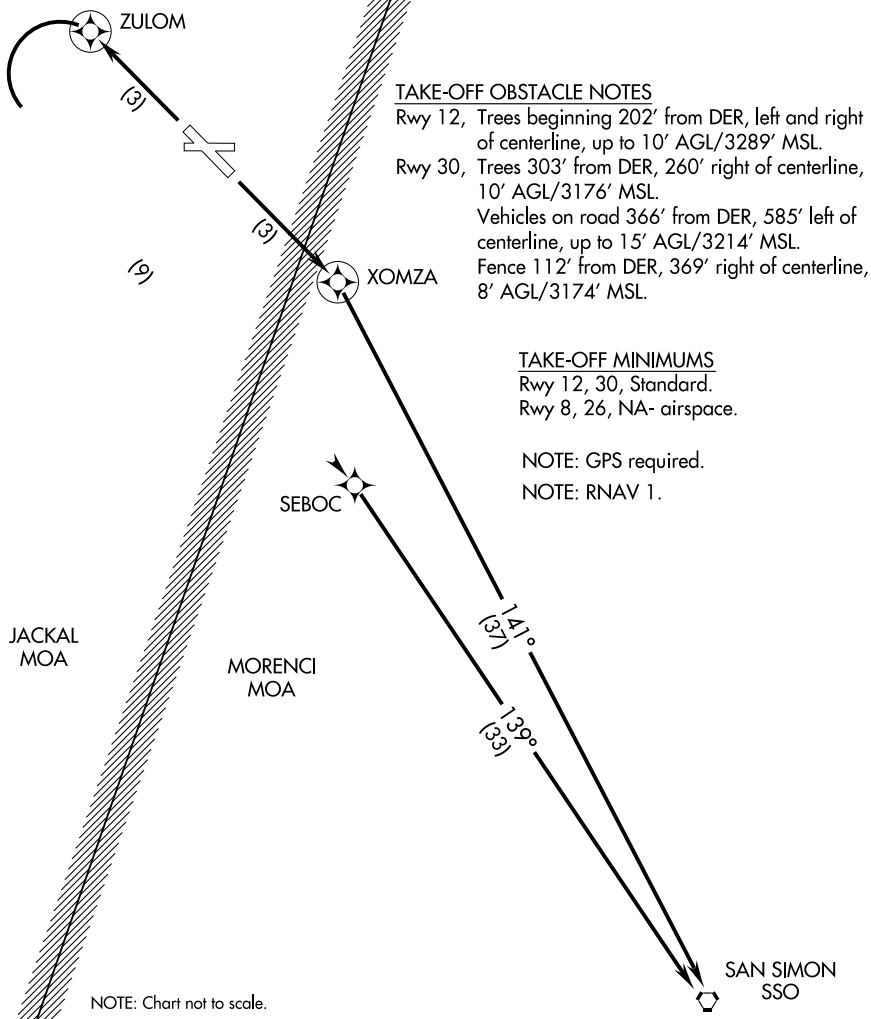
UNICOM  
**122.8 (CTAF) 0**



	10000	ARUJU	tr 272°	CIBBI	tr 207°	DEPHE	FIMNU	GEDZU
	* LNAV Only.						EBVOY	
	ZUMMO						5800	7300
	* 2.1 NM to 4 NM to RW30						7200	Procedure Turn NA
	RW30						4480*	GS 3.00° TCH 36
	2.1 NM		1.9 NM		4 NM		4.5 NM	4.5 NM
CATEGORY	A		B		C		D	
LPV DA	3419-1		250 (300-1)		NA		NA	
LNAV/VNAV DA	3854-2½		685 (700-2½)		NA		NA	
LNAV MDA	3860-1		691 (700-1)		NA		NA	
CIRCLING	3860-1		681 (700-1)		NA		NA	

## SAFFORD ONE DEPARTURE (RNAV) (OBSTACLE)

ALBUQUERQUE CENTER  
134.45 327.15



## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RUNWAY 12:** Climb direct XOMZA and right turn on track 141° to SSO VORTAC, thence. . . .

**TAKE-OFF RUNWAY 30:** Climb direct ZULOM then climbing left turn direct SEBOC then on track 139° to SSO VORTAC, thence. . . .

. . . .via assigned route, expect clearance to filed altitude 10 minutes after departure.

## AIRPORT DIAGRAM

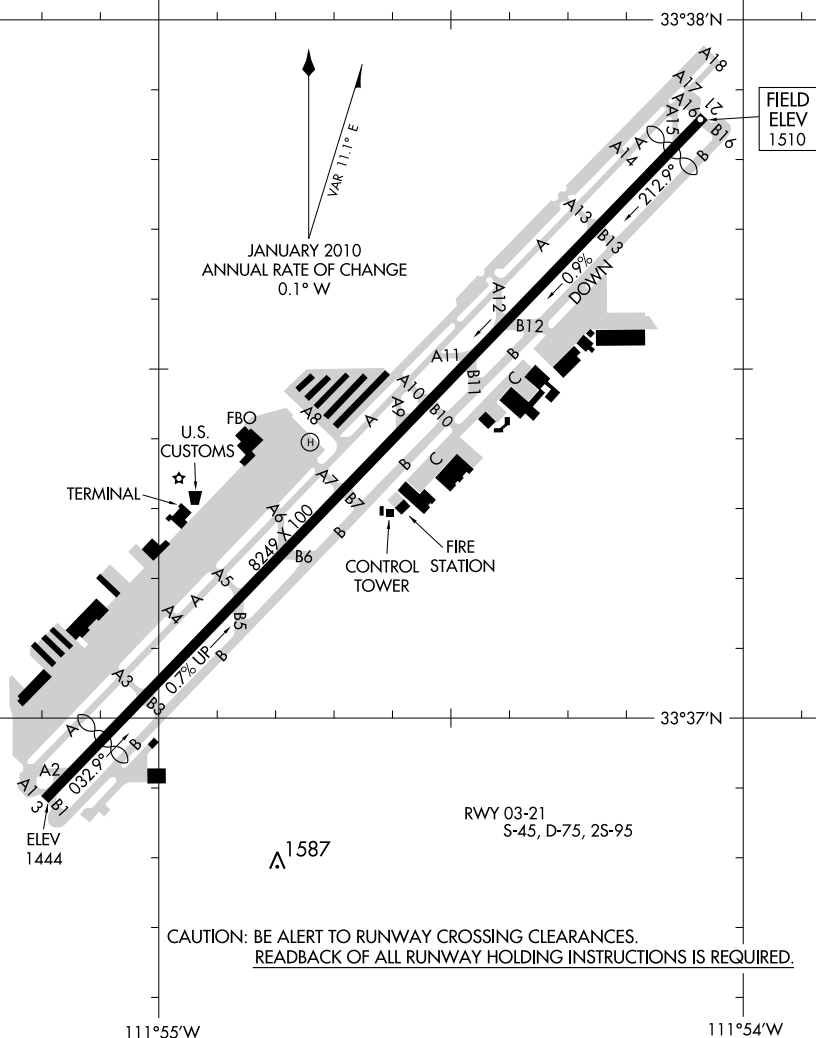
AL-5651 (FAA)

SCOTTSDALE (SDL)  
SCOTTSDALE, ARIZONA

ATIS  
118.6  
SCOTTSDALE TOWER ★  
119.9  
GND CON  
121.6  
CLNC DEL  
124.8

D

SW-4, 21 OCT 2010 to 18 NOV 2010



SW-4, 21 OCT 2010 to 18 NOV 2010

## AIRPORT DIAGRAM

SCOTTSDALE, ARIZONA  
SCOTTSDALE (SDL)

**SCOTTSDALE** (SDL) 9 N UTC-7 N33°37.37' W111°54.63'

1510 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks NOTAM FILE SDL

RWY 03-21: H8249X100 (ASPH) S-45, D-75, 2S-95 MIRL

RWY 03: REIL. PAPI(P2L)—GA 4.0° TCH 36'. Thld displcd 739'.  
Road. 0.7% up.

RWY 21: REIL. PAPI(P2L)—GA 4.0° TCH 45'. Thld displcd 400'. Tree.  
Rgt tfc. 0.9% down.

#### RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA-8249 TODA-8249 ASDA-7849 LDA-7109

RWY 21: TORA-8249 TODA-8249 ASDA-7509 LDA-7109

**AIRPORT REMARKS:** Attended 1200-0500Z. Coyotes occasionally crossing Rwy 03-21 and twys. Hawks invof Rwy 03-21. All military acft provide 24 hr advance notice prior to arrival, call arpt ops 480-312-8478. Rwy 03-21 and Twys A and B designed for acft with wingspan of 79' or less. Twy C limited to acft with wingspan less than 63 ft. Rwy 03-21 200' blast pad both ends. Access gates to industrial airpark limited to acft with wingspan less than 63 ft. Rwy 03-21 limited to acft not exceeding 75,000 pounds certificated maximum tkf weight dual wheel, 45,000 pounds certificated maximum tkf weight single wheel. Rwy 03-21 ltd by arpt to 75,000 lbs except with prior permission rqr. Ctc aviation director at 480-312-2321. Transient ldg fee for acft 12,500 pounds or greater (Based on maximum certificated tkf weight.) Transient overnight parking fee. U.S. Customs user fee arpt. Touch and go ldg permitted between 1300-0430Z only. No midfield departures on Rwy 03 or Rwy 21. Voluntary noise abatement curfew 0500-1300Z. Extremely noise sensitive areas all quadrants. For noise abatement information call 480-312-8478. No maintenance runups between 0500-1400Z. Rwy 03 preferred for calm wind and noise abatement. TPA-prop 2500(990) Jet 3000(1490) Helicopter 2000(490). When twr clsd ACTIVATE MIRL Rwy 03-21, PAPI Rwy 03 and Rwy 21, REIL Rwy 03 and Rwy 21—CTAF.

**WEATHER DATA SOURCES:** ASOS (480) 483-3049. LAWRs.

**COMMUNICATIONS:** CTAF 119.9 ATIS 118.6 (480) 998-5144.

PHOENIX RCO 122.6 122.2 (PRESCOTT RADIO)

Ⓡ PHOENIX APP/DEP CON 120.7

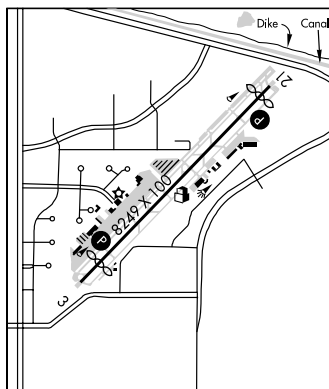
TOWER 119.9 (1300-0400Z) GND CON 121.6 CLNC DEL 124.8

**AIRSPACE:** CLASS D svc 1300-0400Z other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PRC.

PHOENIX (H) VORTACW 115.6 PXR Chan 103 N33°25.98' W111°58.21' 003° 11.8 NM to fld.  
1182/12E. HIWAS.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at twr.



**SEDONA** (SEZ) 2 SW UTC-7 N34°50.92' W111°47.31'

4830 B S2 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE SEZ

RWY 03-21: H5132X100 (ASPH) S-15, D-30 MIRL 1.8% up NE

RWY 03: REIL. PAPI(P4L)—GA 3.5° TCH 46'.

RWY 21: REIL. PAPI(P4L)—GA 3.5° TCH 46'.

**AIRPORT REMARKS:** Attended May-Sep 1400-0100Z, Oct-Apr 1500-000Z. Turbulence may be experienced invof arpt. When ldg Rwy 21, during strong southwest wind conditions, strong down drafts are very probable northeast of apch end of Rwy 21. Helicopter ops restricted to helipads adjacent to twy intersection A7 SW main terminal building. Helicopter operating from private helipads S and W of Rwy 03-21. No touch and go llds noise sensitive area. Noise sensitive area avoid scenic flights blo 6500' MSL. Overnight transient fee for all users. Landing fee for turbine acft without fuel purchase. TPA—prop 6003(1173) Jet 7003(2173). ACTIVATE MIRL Rwy 03-21, REIL Rwy 03 and REIL Rwy 21—CTAF. PAPI Rwy 03 and PAPI Rwy 21 opr continuously.

**WEATHER DATA SOURCES:** AWOS-2 118.525 (928) 282-1993.

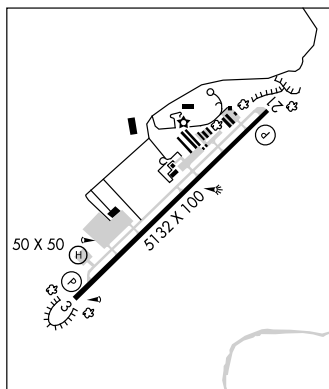
**COMMUNICATIONS:** CTAF/UNICOM 123.0

MINGUS MOUNTAIN RCO 122.3 (PRESCOTT RADIO)

Ⓡ ALBUQUERQUE APP/DEP CON 124.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FLG.

FLAGSTAFF (H) VOR/DME 113.85 FLG Chan 85(Y) N35°08.83' W111°40.45' 184° 18.8 NM to fld.  
7026/14E.



HELIPAD H1: H50X50 (CONC)

PHOENIX

H-4J, L-8G

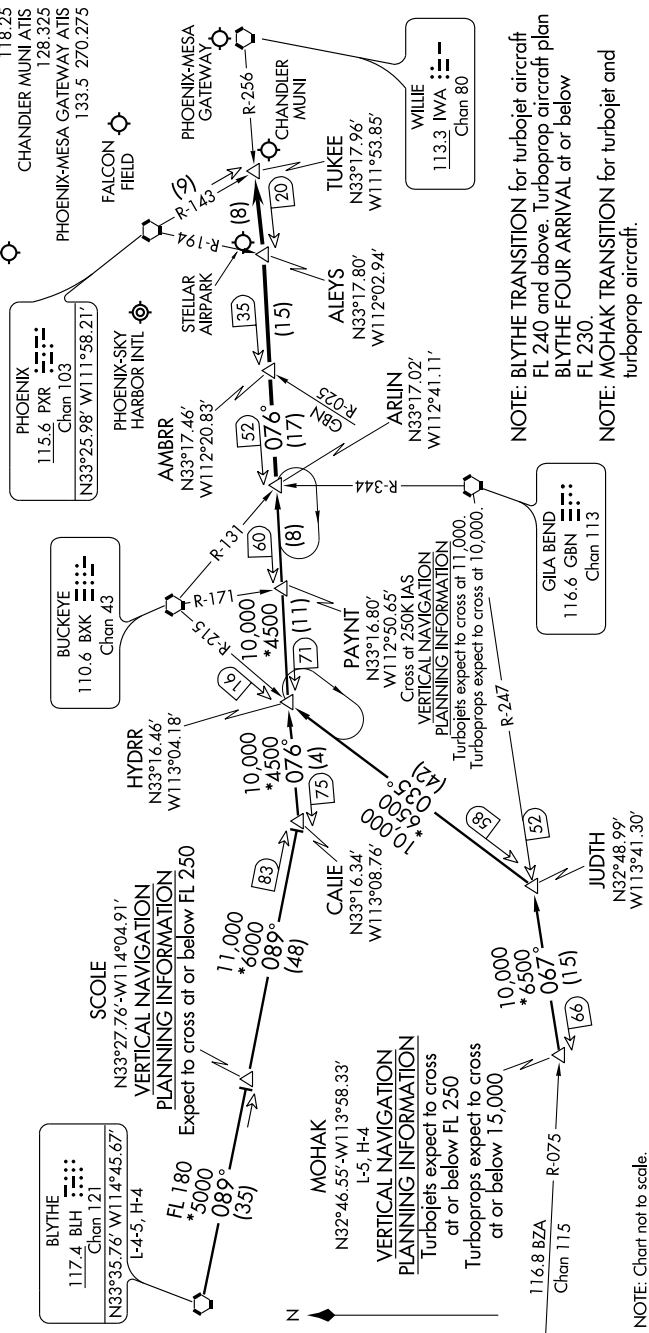
IAP

# ARLIN THREE ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA

**BLYTHE TRANSITION (BLH.ARLIN3):** From over BLH VORTAC via BLH R-089 and IWA R-256 to ARLIN INT. Thence....  
**MOHAK TRANSITION (MOHAK.ARLIN3):** From over MOHAK INT via GBN R-247 and BKK R-215 to HYDRR INT, then via IWA R-256 to ARLIN INT. Thence....  
.....From over ARLIN INT:  
**PHOENIX SKY HARBOR INTL:** Rwy 7L/R or 8: Expect vectors after ARLIN INT to final approach course; Rwy 25L/R or 26: via IWA R-256 to TUKEE INT. Expect vectors prior to TUKEE INT to final approach course.  
**SATELLITE AIRPORTS:** Expect vectors after passing TUKEE INT.  
**LOST COMMUNICATIONS:** After ARLIN INT, via IWA R-256 and PXR R-143 to PXR VORTAC.



# ARLIN THREE ARRIVAL

PHOENIX, ARIZONA

BLYTHE FOUR ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA

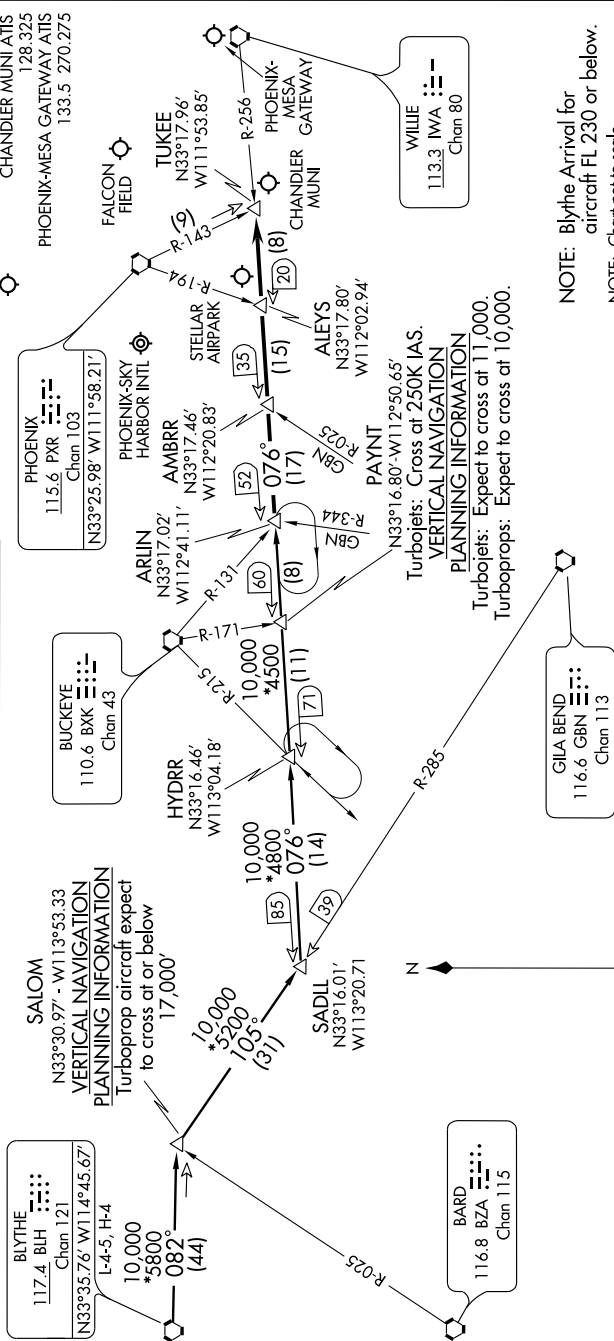
010Z NOV 20 18 01.0Z 100 12° 14' MSL

**BLYTHE TRANSITION (BLH.BLH4):** From over BLH VORTAC via BLH R-082 to SALOM INT, then via GBN R-285 and IWA R-256 to ARLIN INT. Thence . . . . From over ARLIN INT:

**PHOENIX SKY HARBOR INTL:** Rwy 7L/R or 8: Expect radar vectors after passing ARLIN INT to final approach course; Rwy 25L/R or 26: via IWA R-256 to TUKEE INT, expect radar vectors prior to TUKEE INT to final approach course.

**ALL SATELLITE AIRPORTS:** Expect radar vectors after passing TUKEE INT.

**LOST COMMUNICATIONS:** After ARLIN INT, via IWA R-256 and PXR R-143 to PXR VORTAC.



NOTE: Blythe Arrival for aircraft FL 230 or below.  
NOTE: Chart not to scale.

BLYTHE FOUR ARRIVAL

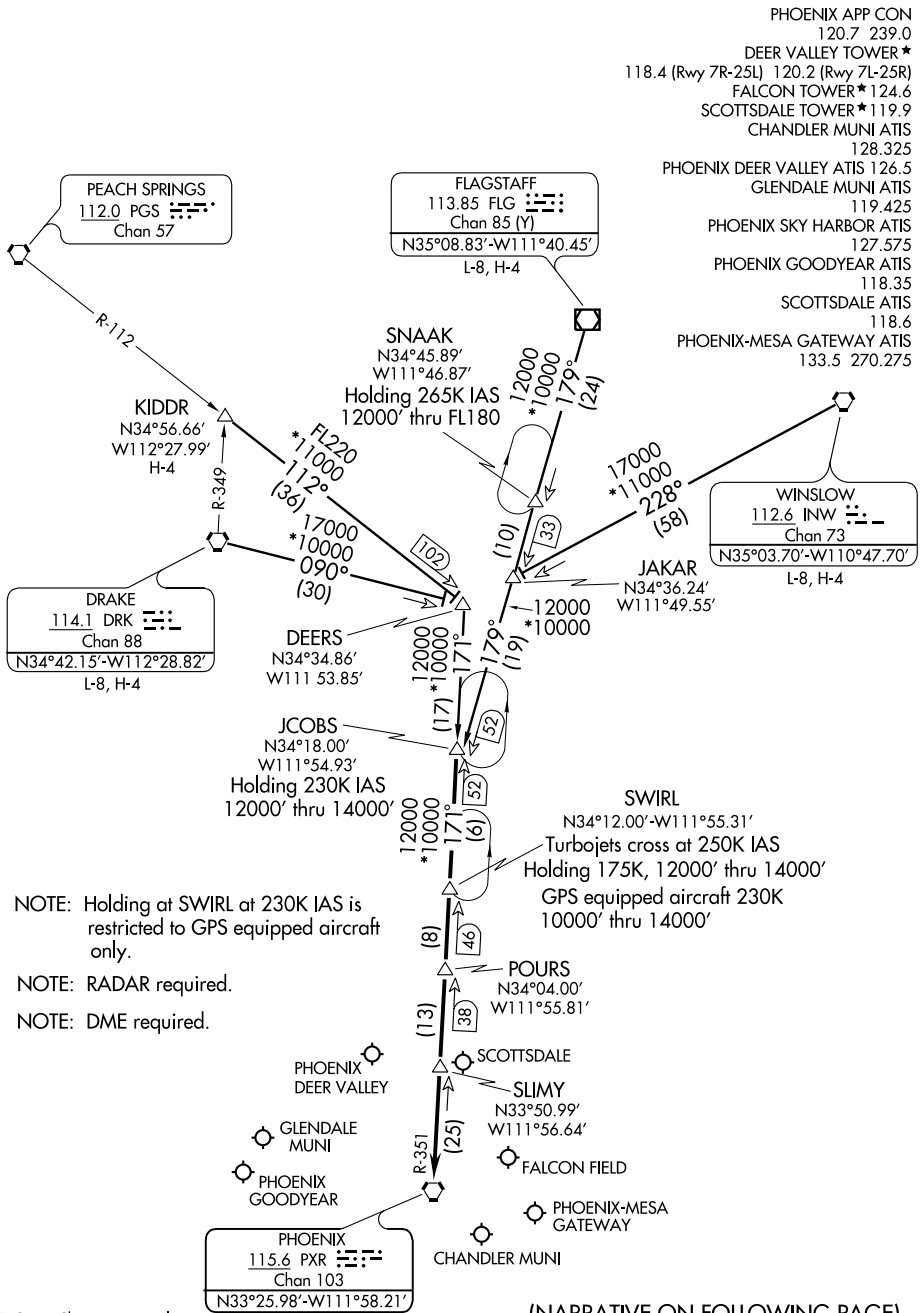
PHOENIX, ARIZONA



(JCBS.JCBS2) 09351  
JCBS TWO ARRIVAL

ST-5651 (FAA)

SCOTTSDALE, ARIZONA



(NARRATIVE ON FOLLOWING PAGE)

## JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

## ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010

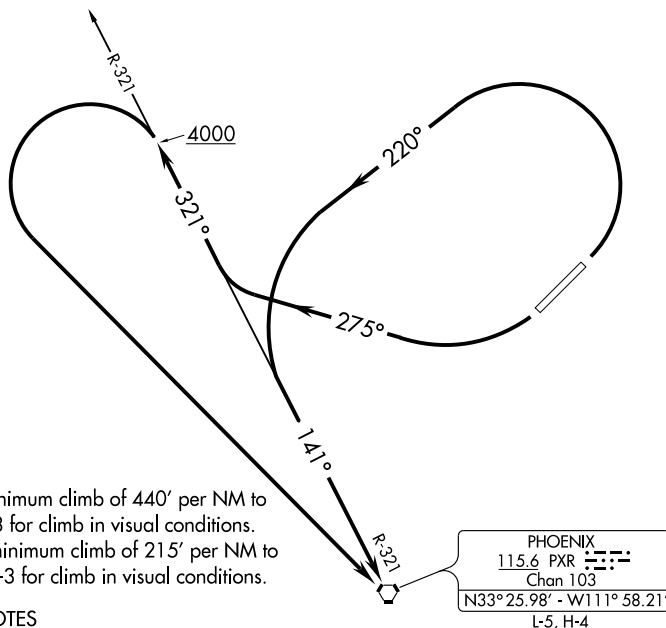
SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4. 21 OCT 2010 to 18 NOV 2010

## MARICOPA ONE DEPARTURE (OBSTACLE)

SCOTTSDALE (SDL)  
SCOTTSDALE, ARIZONA

ATIS 118.6  
 PRESCOTT RADIO  
 122.6  
 SCOTTSDALE TOWER ★  
 119.9 (CTAF)  
 PHOENIX DEP CON  
 120.7 239.0

TAKE-OFF MINIMUMS

- Rwy 3: Standard with minimum climb of 440' per NM to 4000, or 3100-3 for climb in visual conditions.  
 Rwy 21: Standard with minimum climb of 215' per NM to 4000, or 3100-3 for climb in visual conditions.

TAKE-OFF OBSTACLE NOTES

- Rwy 3: Multiple light standards beginning 63' from DER, 445' left of centerline, up to 44' AGL/1554' MSL.  
 Hoist on dike 878' from DER, 735' left of centerline, 51' AGL/1561' MSL.  
 Dike beginning 1066' from DER, 316' left of centerline, 38' AGL/1548' MSL.  
 Day marker on dike, 1230' from DER, 5' left of centerline, 39' AGL/1549' MSL.  
 Tree 765' from DER, 115' left of centerline, 22' AGL/1532' MSL.  
 Road beginning 647' from DER, 296' left of centerline, 19' AGL/1529' MSL.  
 Fence beginning 5' from DER, 338' right of centerline, 6' AGL/1511' MSL.  
 Light standard 1013' from DER, 430' right of centerline, 44' AGL/1552' MSL.
- Rwy 21: Trees 1072' from DER, 426' right of centerline, 53' AGL/1497' MSL.  
 Building 316' from DER, 537' right of centerline, 23' AGL/1467' MSL.  
 Tree 2087' from DER, 418' left of centerline, 61' AGL/1505' MSL.  
 Tree 1432' from DER, 438' right of centerline, 38' AGL/1482' MSL.  
 Tree 2234' from DER, 559' left of centerline, 58' AGL/1502' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climbing left turn to 4000 via heading 220° and PXR R-321 southeast bound to PXR VORTAC. Thence... or, for climb in visual conditions: cross Scottsdale Airport at or above 4500 before proceeding on course.

TAKE-OFF RUNWAY 21: Climbing right turn to 4000 via heading 275° and PXR R-321 northwest bound, when established on PXR R-321 northwest bound and reaching 4000, left turn direct PXR VORTAC. Thence... or, for climb in visual conditions: cross Scottsdale Airport at or above 4500 before proceeding on course.

...Continue climb on course.

## MARICOPA ONE DEPARTURE (OBSTACLE)

(MRRIC1.PXR) 10042

SCOTTSDALE, ARIZONA  
SCOTTSDALE (SDL)

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS <b>109°</b>	Rwy ldg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1510</b>
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# RNAV (GPS)-D

SCOTTSDALE (SDL)

**T** DME/DME RNP-0.3 NA.  
**A** When local altimeter setting not received, use Phoenix Sky Harbor altimeter setting.

MISSED APPROACH: Climbing right turn to 5000 direct AVENT and hold.

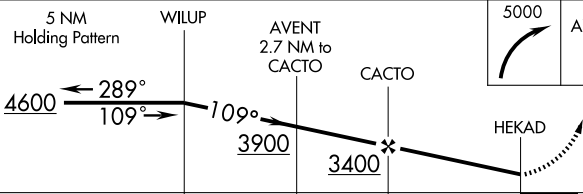
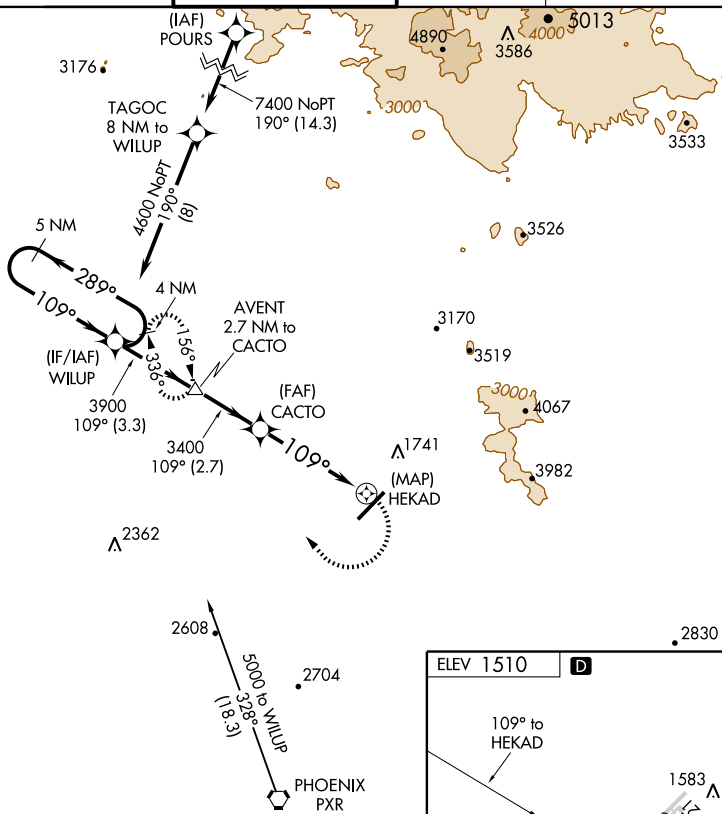
ATIS  
**118.6**

PHOENIX APP CON  
**120.7 239.0**

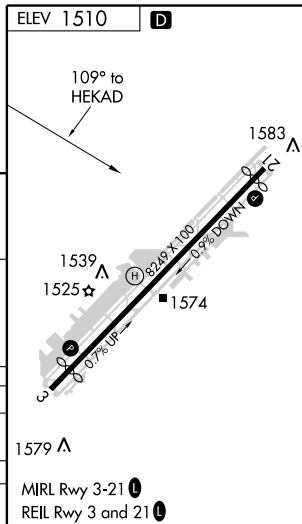
SCOTTSDALE TOWER ★  
**119.9 (CTAF) 0**

GND CON  
**121.6**

CLNC DEL  
**124.8**



CATEGORY	A	B	C	D
CIRCLING	2080-1 570 (600-1)	2080-1½ 570 (600-1½)	NA	NA
PHOENIX SKY HARBOR ALTIMETER SETTING MINIMUMS				
CIRCLING	2160-1 650 (700-1)	2160-1¾ 650 (700-1¾)	NA	NA



APP CRS <b>003°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1510</b>
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# RNAV (GPS)-E

SCOTTSDALE (SDL)

**T** DME/DME RNP- 0.3 NA. When local altimeter setting not received, use Phoenix Sky Harbor altimeter setting and increase all MDA 100 feet; increase Cat C visibility ¼ mile.

**MISSED APPROACH:** Climbing left turn to 4200 direct PXR VORTAC and hold.

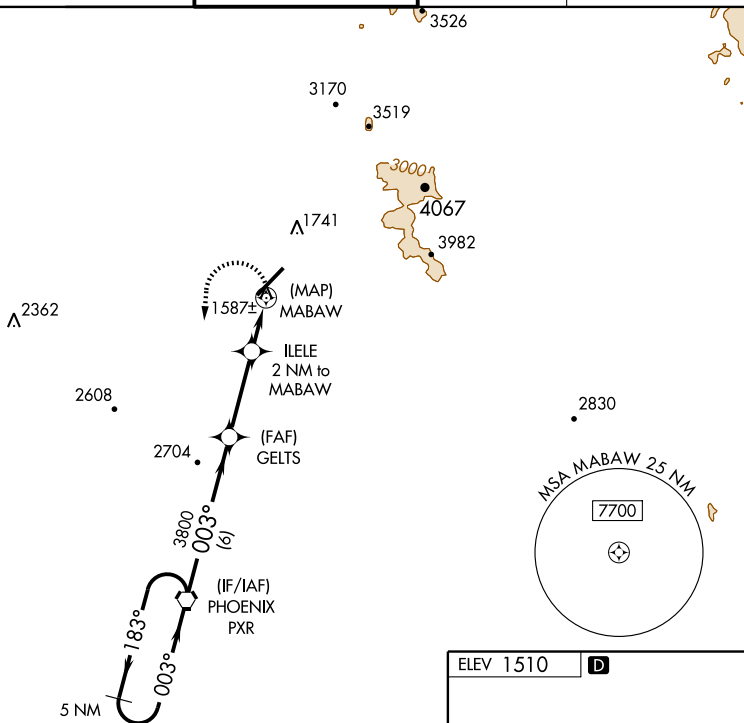
ATIS  
**118.6**

PHOENIX APP CON  
**120.7 239.0**

SCOTTSDALE TOWER \*  
**119.9 (CTAF) 0**

GND CON  
**121.6**

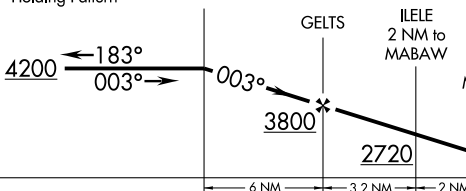
CLNC DEL  
**124.8**



NoPT for arrival on PXR VORTAC airway radials 143 CW 260.

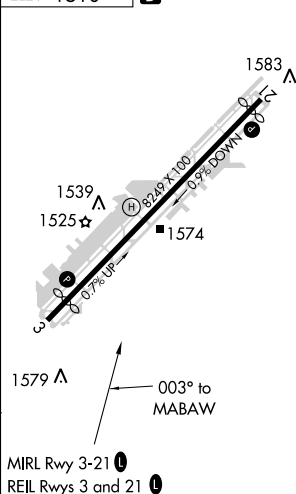
5 NM  
Holding Pattern

VORTAC



CATEGORY	A	B	C	D
CIRCLING	2040-1 530 (600-1)	2060-1 550 (600-1)	2060-1½ 550 (600-1½)	NA

ELEV 1510



MIRL Rwy 3-21  
REIL Rwy 3 and 21

APP CRS	Rwy Idg	<b>7109</b>
<b>032°</b>	TDZE	<b>1470</b>
	Apt Elev	<b>1510</b>

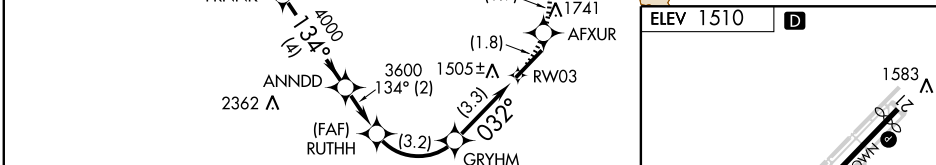
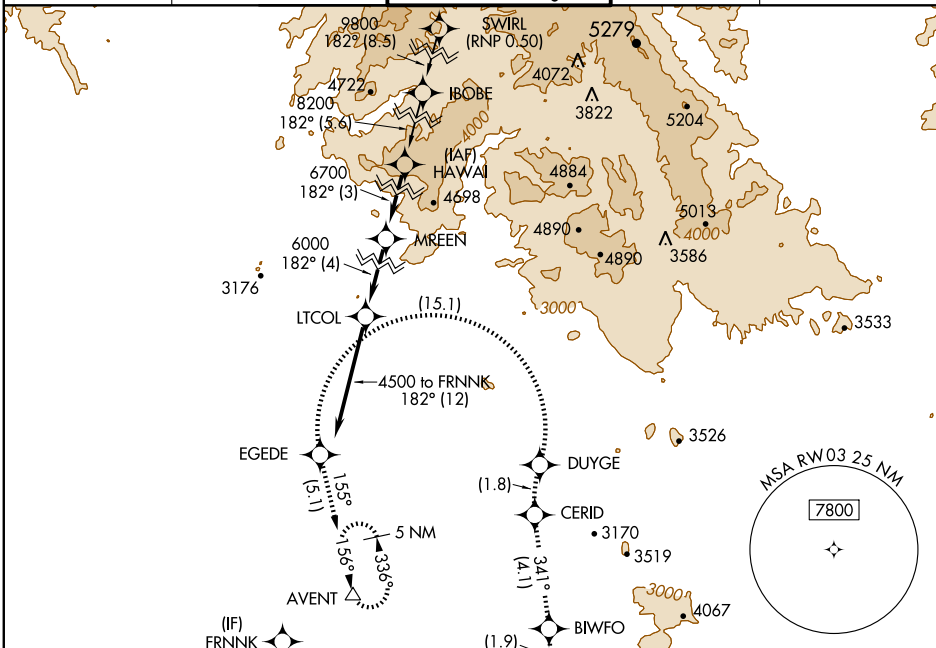
## RNAV (RNP) Y RWY 3

SCOTTSDALE (SDL)

▼ RF and GPS required. Visibility reduction by helicopters NA.  
For uncompensated Baro-VNAV systems, procedure NA below  
1°C (31°F) or above 54°C (130°F). When local altimeter setting not  
received procedure NA. Missed approach requires RNP less than 1.0.

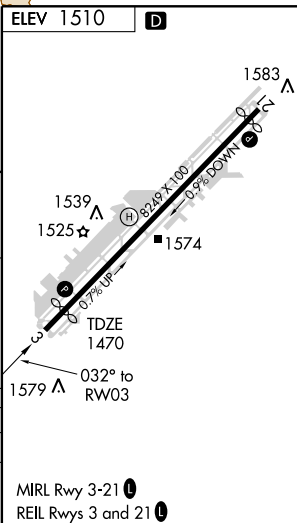
MISSED APPROACH: Climb to 5000 via left turn to  
AFXUR, and via left turn to BIWFO, and via track 341°  
to CERID, and via right turn to DUYGE, and via left turn  
to EGEDE, and via track 155° to AVENT and hold.

ATIS	PHOENIX APP CON	SCOTTSDALE TOWER*	GND CON	CLNC DEL
<b>118.6</b>	<b>120.7 239.0</b>	<b>119.9 (CTAF)</b>	<b>121.6</b>	<b>124.8</b>



VGSI and RNAV glidepath not coincident.				
FRNNK	ANND	RUTH	AFXUR	BIWFO
4500	4000	3600	2542	1741
Procedure Turn NA				
GP 3.00°				
TCH 60				
	4 NM	2 NM	3.2 NM	3.3 NM
CATEGORY	A	B	C	D
RNP 0.30 DA	1829-1¼	359 (400-1¼)		NA

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**



APP CRS **032°**  
 Rwy ldg **7109**  
 TDZE **1470**  
 Apt Elev **1510**

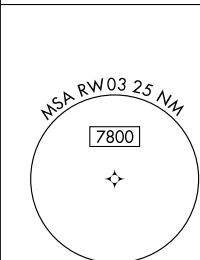
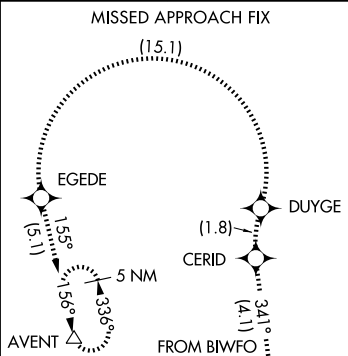
# RNAV (RNP) Z RWY 3

SCOTTSDALE (SDL)

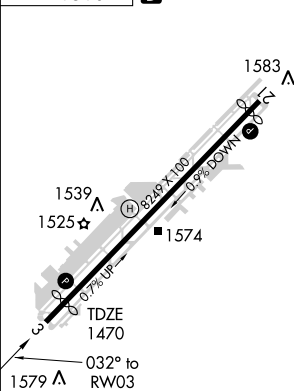
RF and GPS required. Visibility reduction by helicopters NA.  
 For uncompensated Baro-VNAV systems, procedure NA below  
 1°C (31°F) or above 54°C (130°F). When local altimeter setting not  
 received procedure NA. Missed approach requires RNP less than 1.0.

MISSED APPROACH: Climb to 5000 via left turn to  
 AFXUR, and via left turn to BIWFO, and via track 341°  
 to CERID, and via right turn to DUYGE, and via left turn to  
 EGEDE, and via track 155° to AVENT and hold.

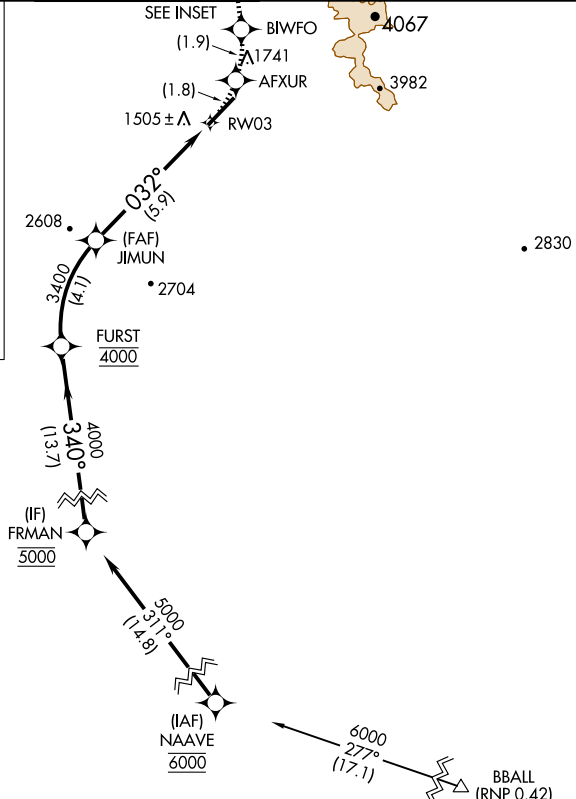
ATIS <b>118.6</b>	PHOENIX APP CON <b>120.7 239.0</b>	SCOTTSDALE TOWER * <b>119.9 (CTAF) 0</b>	GND CON <b>121.6</b>	CLNC DEL <b>124.8</b>
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ELEV 1510 **D**



MIRL Rwy 3-21 **0**  
 REIL Rwy 3 and 21 **0**



VGS and RNAV glidepath not coincident.			
FRMAN	FURST	JIMUN	RW03
5000	4000	3400	032°
Procedure Turn NA			
GP 3.00°			
TCH 60			
13.7 NM	4.1 NM	5.9 NM	
CATEGORY	A	B	C
RNP 0.30 DA	1829-1¼	359 (400-1¼)	NA

**SPECIAL AIRCRAFT & AIRCREW  
 AUTHORIZATION REQUIRED**







## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climbing left turn heading 250° to intercept and proceed via PXR R-321 to JONHH INT. Thence . . . .

TAKE-OFF RUNWAY 21: Climbing right turn heading 285° to intercept and proceed via PXR R-321 to JONHH INT. Thence . . . .

. . . . via radar vectors to (assigned route).

LOST COMMUNICATIONS: If not in contact with departure control at JONHH INT, turn left direct to PXR VORTAC, thence via assigned transition . Expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (SCOT6.ABQ): From over JONHH INT via radar vectors and PXR R-054 and SJN R-236 to SJN VORTAC, then via SJN R-059 and ABQ R-240 to ABQ VORTAC.

BLYTHE TRANSITION (SCOT6.BLH): From over JONHH INT via radar vectors and BKK R-077 to BKK VORTAC, then via BKK R-262 and BLH R-080 to BLH VORTAC.

BUCKEYE TRANSITION (SCOT6.BXK): From over JONHH INT via radar vectors and BKK R-077 to BKK VORTAC.

COCHISE TRANSITION (SCOT6.CIE): From over JONHH INT via radar vectors and TFD R-343 to TFD VORTAC, then via TFD R-107 to PUSCH INT, and then via CIE R-278 to CIE VORTAC.

DINGO TRANSITION (SCOT6.DINGO): From over JONHH INT via radar vectors and TFD R-343 to TFD VORTAC, then via TFD R-133 to BASER INT, and then via TUS R-295 to DINGO INT.

GILA BEND TRANSITION (SCOT6.GBN): From over JONHH INT via radar vectors and PXR R-206 to MOBIE INT, then via GBN R-055 to GBN VORTAC.

TUCSON TRANSITION (SCOT6.TUS): From over JONHH INT via radar vectors and TFD R-343 to TFD VORTAC, then via TFD R-121 and TUS R-301 to TUS VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 3: Multiple light standards beginning 63' from DER, 445' left of centerline, up to 44' AGL/1554' MSL.

Hoist on dike 878' from DER, 735' left of centerline, 51' AGL/1561' MSL.

Dike beginning 1066' from DER, 316' left of centerline, 38' AGL/1548' MSL.

Day marker on dike, 1230' from DER, 5' left of centerline, 39' AGL/1549' MSL.

Tree 765' from DER, 115' left of centerline, 22' AGL/1532' MSL.

Road beginning 647' from DER, 296' left of centerline, 19' AGL/1529' MSL.

Fence beginning 5' from DER, 338' right of centerline, 6' AGL/1511' MSL.

Light standard 1013' from DER, 430' right of centerline, 44' AGL/1552' MSL.

RWY 21: Trees 1072' from DER, 426' right of centerline, 53' AGL/1497' MSL.

Building 316' from DER, 537' right of centerline, 23' AGL/1467' MSL.

Tree 2087' from DER, 418' left of centerline, 61' AGL/1505' MSL.

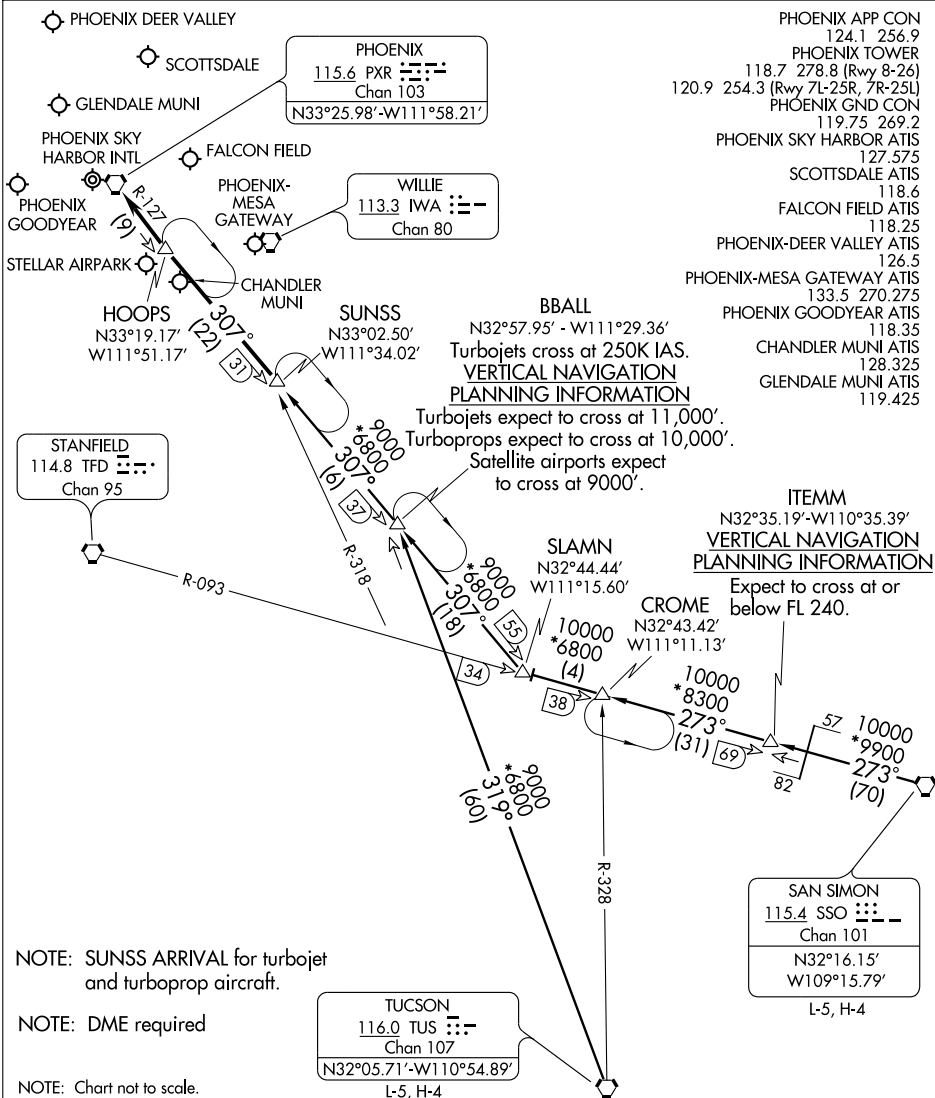
Tree 1432' from DER, 438' right of centerline, 38' AGL/1482' MSL.

Tree 2234' from DER, 559' left of centerline, 58' AGL/1502' MSL.

## SUNSS SIX ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

**SAN SIMON TRANSITION (SSO.SUNSS6):** From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

**TUCSON TRANSITION (TUS.SUNSS6):** From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

## SUNSS SIX ARRIVAL

PHOENIX, ARIZONA

VORTAC IWA <b><u>113.3</u></b> Chan <b>80</b>	APP CRS <b>313°</b>	Rwy Idg TDZE Apt Elev <b>1510</b>	<b>N/A</b> <b>N/A</b>
---	------------------------	---	--------------------------

VOR-C  
SCOTTSDALE (SDL)

**T** When local altimeter setting not received, use  
**A** Phoenix Sky Harbor Intl altimeter setting and  
increase all MDA 100 feet.

**MISSED APPROACH:** Climbing left turn to 7000 via heading 280° and PXR R-321 to JONHH INT/PXR 25 DME and hold, continue climb-in-hold to 7000.

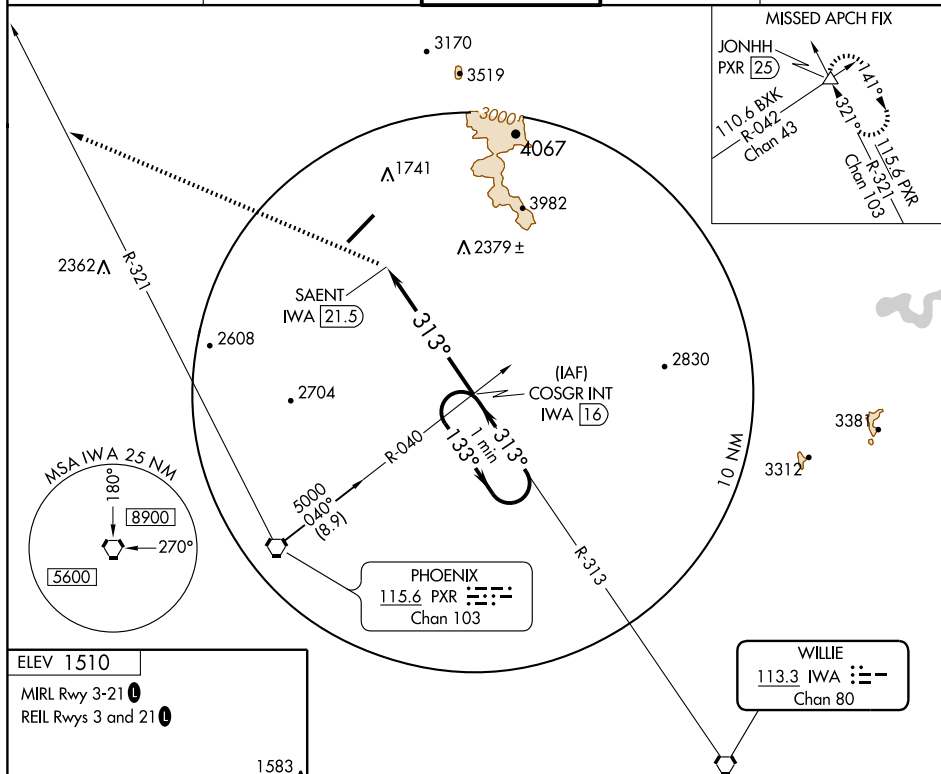
ATIS  
**118.6**

PHOENIX APP CON  
120.7 239.0

COTTSDALE TOWER★  
119.9 (CTAF) L

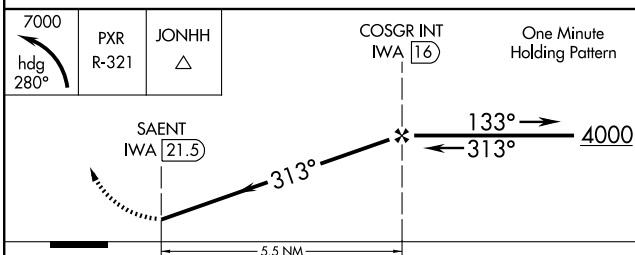
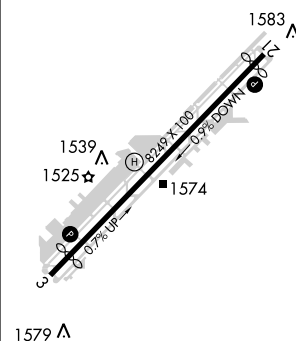
GND CON  
**121.6**

CLNC DEL  
**124.8**



ELEV	1510
------	------

MIRL Rwy 3-21 **L**  
REIL Rwy 3 and 21 **L**



FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
CIRCLING	2480-2	970 (1000-2)	2480-3 970 (1000-3)	NA

SCOTTSDALE, ARIZONA

Amdt 1 08APR10

SCOTTSDALE (SDL)

VOR-C

33°38'N-111°54'W

SW-4. 21 OCT 2010 to 18 NOV 2010



**SCOTTSDALE** (SDL) 9 N UTC-7 N33°37.37' W111°54.63'

1510 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks NOTAM FILE SDL

RWY 03-21: H8249X100 (ASPH) S-45, D-75, 2S-95 MIRL

RWY 03: REIL. PAPI(P2L)—GA 4.0° TCH 36'. Thld displcd 739'.  
Road. 0.7% up.

RWY 21: REIL. PAPI(P2L)—GA 4.0° TCH 45'. Thld displcd 400'. Tree.  
Rgt tfc. 0.9% down.

#### RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA-8249 TODA-8249 ASDA-7849 LDA-7109

RWY 21: TORA-8249 TODA-8249 ASDA-7509 LDA-7109

**AIRPORT REMARKS:** Attended 1200-0500Z. Coyotes occasionally crossing Rwy 03-21 and twys. Hawks invof Rwy 03-21. All military acft provide 24 hr advance notice prior to arrival, call arpt ops 480-312-8478. Rwy 03-21 and Twys A and B designed for acft with wingspan of 79' or less. Twy C limited to acft with wingspan less than 63 ft. Rwy 03-21 200' blast pad both ends. Access gates to industrial airpark limited to acft with wingspan less than 63 ft. Rwy 03-21 limited to acft not exceeding 75,000 pounds certificated maximum tkf weight dual wheel, 45,000 pounds certificated maximum tkf weight single wheel. Rwy 03-21 ltd by arpt to 75,000 lbs except with prior permission rqr. Ctc aviation director at 480-312-2321. Transient ldg fee for acft 12,500 pounds or greater (Based on maximum certificated tkf weight.) Transient overnight parking fee. U.S. Customs user fee arpt. Touch and go ldg permitted between 1300-0430Z only. No midfield departures on Rwy 03 or Rwy 21. Voluntary noise abatement curfew 0500-1300Z. Extremely noise sensitive areas all quadrants. For noise abatement information call 480-312-8478. No maintenance runups between 0500-1400Z. Rwy 03 preferred for calm wind and noise abatement. TPA-prop 2500(990) Jet 3000(1490) Helicopter 2000(490). When twr clsd ACTIVATE MIRL Rwy 03-21, PAPI Rwy 03 and Rwy 21, REIL Rwy 03 and Rwy 21—CTAF.

**WEATHER DATA SOURCES:** ASOS (480) 483-3049. LAWRs.

**COMMUNICATIONS:** CTAF 119.9 ATIS 118.6 (480) 998-5144.

PHOENIX RCO 122.6 122.2 (PRESCOTT RADIO)

Ⓡ PHOENIX APP/DEP CON 120.7

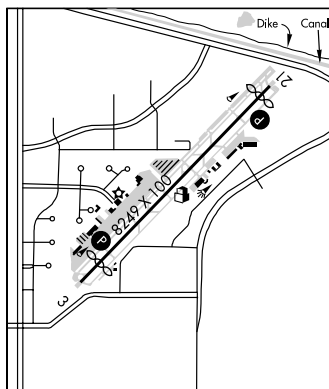
TOWER 119.9 (1300-0400Z) GND CON 121.6 CLNC DEL 124.8

**AIRSPACE:** CLASS D svc 1300-0400Z other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PRC.

PHOENIX (H) VORTACW 115.6 PXR Chan 103 N33°25.98' W111°58.21' 003° 11.8 NM to fld.  
1182/12E. HIWAS.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at twr.



**SEDONA** (SEZ) 2 SW UTC-7 N34°50.92' W111°47.31'

4830 B S2 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE SEZ

RWY 03-21: H5132X100 (ASPH) S-15, D-30 MIRL 1.8% up NE

RWY 03: REIL. PAPI(P4L)—GA 3.5° TCH 46'.

RWY 21: REIL. PAPI(P4L)—GA 3.5° TCH 46'.

**AIRPORT REMARKS:** Attended May-Sep 1400-0100Z, Oct-Apr 1500-000Z. Turbulence may be experienced invof arpt. When ldg Rwy 21, during strong southwest wind conditions, strong down drafts are very probable northeast of apch end of Rwy 21. Helicopter ops restricted to helipads adjacent to twy intersection A7 SW main terminal building. Helicopter operating from private helipads S and W of Rwy 03-21. No touch and go llds noise sensitive area. Noise sensitive area avoid scenic flights blo 6500' MSL. Overnight transient fee for all users. Landing fee for turbine acft without fuel purchase. TPA—prop 6003(1173) Jet 7003(2173). ACTIVATE MIRL Rwy 03-21, REIL Rwy 03 and REIL Rwy 21—CTAF. PAPI Rwy 03 and PAPI Rwy 21 opr continuously.

**WEATHER DATA SOURCES:** AWOS-2 118.525 (928) 282-1993.

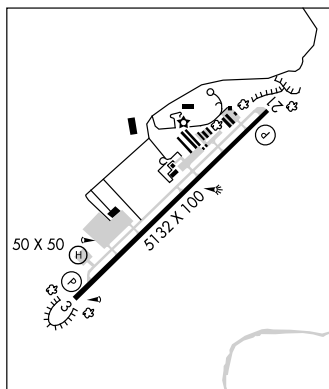
**COMMUNICATIONS:** CTAF/UNICOM 123.0

MINGUS MOUNTAIN RCO 122.3 (PRESCOTT RADIO)

Ⓡ ALBUQUERQUE APP/DEP CON 124.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FLG.

FLAGSTAFF (H) VOR/DME 113.85 FLG Chan 85(Y) N35°08.83' W111°40.45' 184° 18.8 NM to fld.  
7026/14E.



HELIPAD H1: H50X50 (CONC)

PHOENIX

H-4J, L-8G

IAP

APP CRS  
**033°**

Rwy Idg **5132**  
TDZE **4792**  
Apt Elev **4830**

**GPS RWY 3**  
SEDONA (SEZ)

**T** When local altimeter not received, procedure not authorized.  
**NA** Cat D circling not authorized northwest of Rwy 3-21.

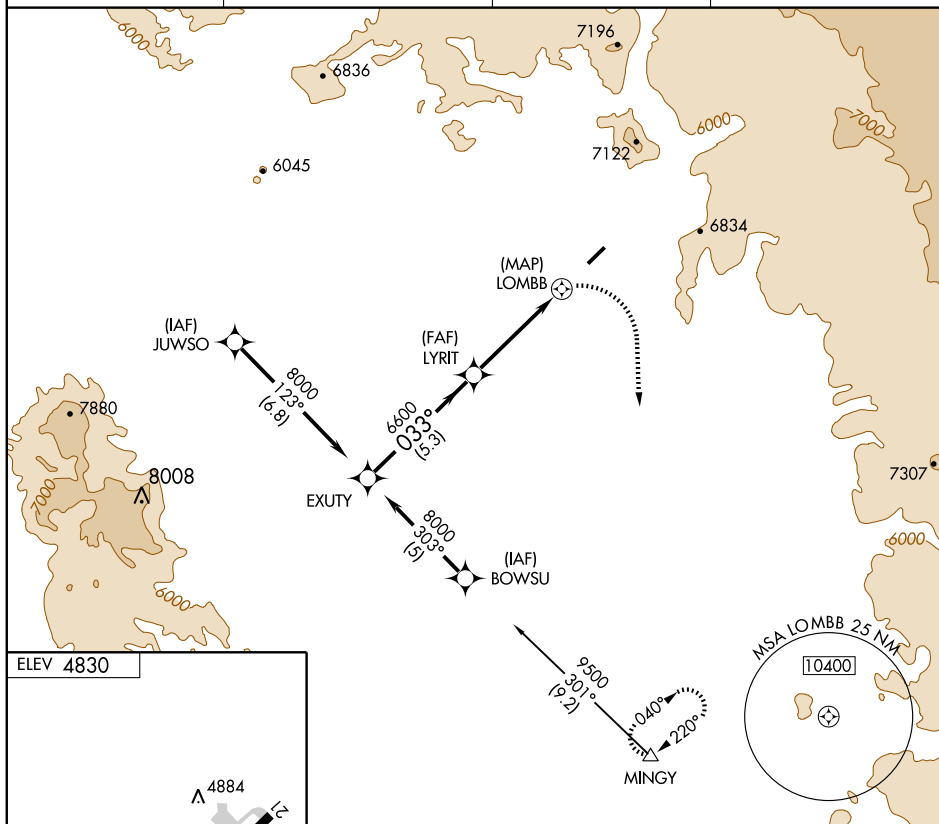
**MISSED APPROACH:** Climbing right turn to 12000  
direct MINGY WP and hold.

AWOS-2  
**118.525**

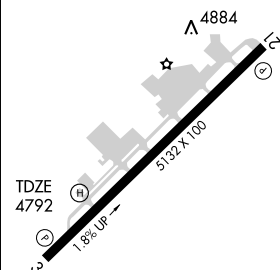
ALBUQUERQUE CENTER  
**124.5 306.2**

PRESCOTT RADIO  
**122.3**

UNICOM  
**123.0 (CTAF)**



ELEV 4830



MIRL Rwy 3-21  
REIL Rws 3 and 21

EXUTY		VGSI and descent angles not coincident.		12000	MINGY
8000		033°		6600	LYRIT
Procedure Turn NA		3.00° TCH 50		LOMBB	
5.3 NM		4.4 NM		1.3 NM	
CATEGORY	A	B	C	D	
S-3	6140-1½ 1348 (1400-1½)	6240-1½ 1448 (1500-1½)	6560-3	1768 (1800-3)	
CIRCLING	6140-1½ 1310 (1400-1½)	6240-1½ 1410 (1500-1½)	6560-3	1730 (1800-3)	

SEDONA, ARIZONA  
Orig-A 09071

34°51'N-111°47'W

SEDONA (SEZ)  
**GPS RWY 3**

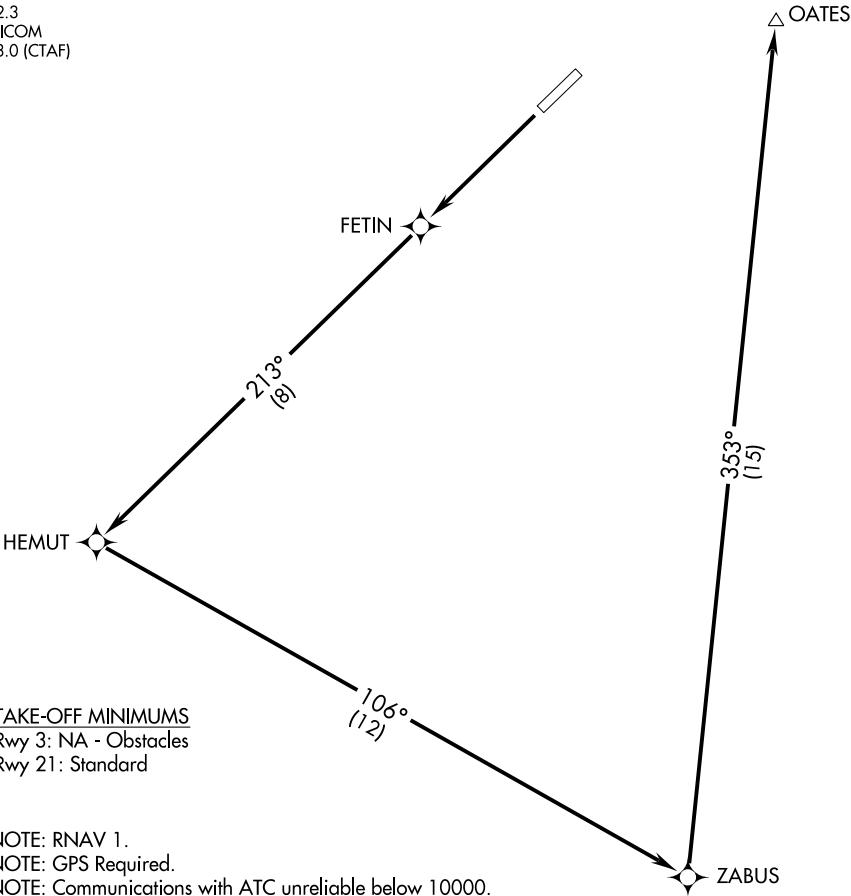
(OATES1.OATES) 08101

OATES ONE DEPARTURE (RNAV) (OBSTACLE)

SL-6169 (FAA)

SEDONA (SEZ)  
SEDONA, ARIZONA

ALBUQUERQUE CENTER  
124.5 306.2  
PRESCOTT RADIO  
122.3  
UNICOM  
123.0 (CTAF)



TAKE-OFF MINIMUMS

Rwy 3: NA - Obstacles  
Rwy 21: Standard

NOTE: RNAV 1.  
NOTE: GPS Required.  
NOTE: Communications with ATC unreliable below 10000.

TAKE-OFF OBSTACLE NOTES:

Rwy 21: Trees beginning 1642' from DER, 240' right of centerline, up to 100' AGL/4786' MSL.  
Bush 147' from DER, 202' left of centerline, 5' AGL/4740' MSL.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 21: Climb direct FETIN then via 213° track/8 NM to HEMUT, then left turn via 106° track/12 NM to ZABUS, then left turn via 353° track/15 NM to OATES. Maintain 10500 or assigned altitude.

OATES ONE DEPARTURE (RNAV) (OBSTACLE)

(OATES1.OATES) 08101

SEDONA, ARIZONA  
SEDONA (SEZ)

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010



**SELIGMAN** (P23) 1 NW UTC-7 N35°20.10' W112°53.18'

**PHOENIX**  
L-8F

5235 B NOTAM FILE PRC

**RWY 04-22:** H4800X75 (ASPH) MIRL

**RWY 04:** REIL. PAPI(P2L)—GA 3.0°. Fence.

**RWY 22:** REIL. PAPI(P2L)—GA 3.0°. Rgt tfc.

**AIRPORT REMARKS:** Unattended. Drainage channel both sides full length of Rwy 04-22, varies in width and depth.

Drainage channel 65' wide, 4-10' deep located 140-190' from AER 22. ACTIVATE MIRL Rwy 04-22 REIL Rwy 04 and Rwy 22 7-clicks—CTAF. PAPI Rwy 04 and Rwy 22 opr daltg hrs, at night ACTIVATED on CTAF.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PRC.

**PEACH SPRINGS (H) VORTACW** 112.0 PGS Chan 57 N35°37.48' W113°32.67' 103° 36.6 NM to fld.

4760/15E. HIWAS.

**SELLS** (E78) 2 NW UTC-7 N31°55.96' W111°53.66'

**PHOENIX**  
H-4J, L-5B

2409 NOTAM FILE PRC

**RWY 04-22:** H5830X60 (ASPH) S-12.5

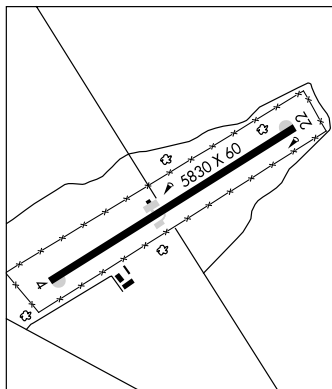
**RWY 04:** Trees. **RWY 22:** Trees.

**AIRPORT REMARKS:** Unattended. Rwy 04-22 width 60' in some areas narrower due to bushes growing thru pavement. Livestock on and invof arpt. Rwy 04-22 15' to 18' trees and brush in primary sfc entire length of rwy. Rwy 04-22 3' ditches along rwy edges. Rwy 04-22 marked with 6" yellow centerline stripe only, markings faded. No rwy numbers.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUS.

**TUCSON (H) VORTACW** 116.0 TUS Chan 107 N32°05.71' W110°54.89' 247° 50.9 NM to fld. 2672/12E. HIWAS.



**SHOW LOW RGNL** (SOW) 2 E UTC-7 N34°15.93' W110°00.34'

**PHOENIX**  
H-4K, L-5C, 8G  
IAP

6415 B S2 **FUEL** 100LL, JET A TPA—7215(800) Class III, ARFF Index A  
NOTAM FILE SOW

**RWY 06-24:** H7200X100 (ASPH) S-35 D-60 MIRL

**RWY 06:** REIL. PAPI(P2L)—GA 3.0° TCH 30'. Thld dsplcd 700'. Pole.

**RWY 24:** REIL. PAPI(P2L)—GA 3.0° TCH 49'. Rgt tfc.

**RWY 03-21:** H3937X60 (ASPH) 0.3% up SW

**RWY 03:** Rgt tfc.

**AIRPORT REMARKS:** Attended Apr-Sep 1300-0300Z, Oct-Mar 1400-0200Z. Self-service fuel avbl continuous. Military tfc invof arpt. Simultaneous ops Rwy 21 and Rwy 24 prohibited. Rwy 06-24 and Rwy 03-21 not connected by pavement at AER 21. Overnight transient fees and commercial opr ldg fees applicable. ACTIVATE MIRL Rwy 06-24—123.0.

**WEATHER DATA SOURCES:** AWOS-3 118.075 (928) 532-0379.

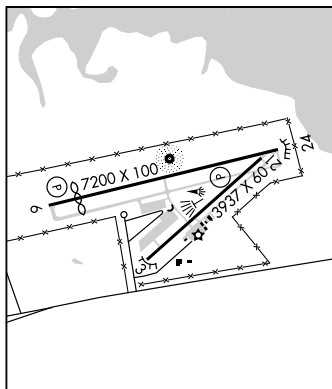
**COMMUNICATIONS:** CTAF/UNICOM 123.0

**ALBUQUERQUE CENTER APP/DEP CON** 132.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SJN.

**ST. JOHNS (H) VORTAC** 112.3 SJN Chan 70 N34°25.44' W109°08.61' 246° 43.9 NM to fld. 6840/12E.

**NDB (MHW)** 206 SOW N34°16.04' W110°00.49' at fld. NOTAM FILE SOW.



NDB SOW <b>206</b>	APP CRS <b>205°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>6415</b>
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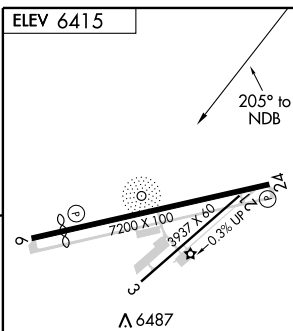
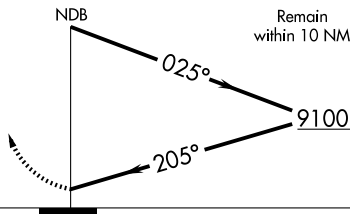
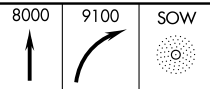
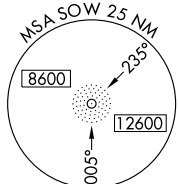
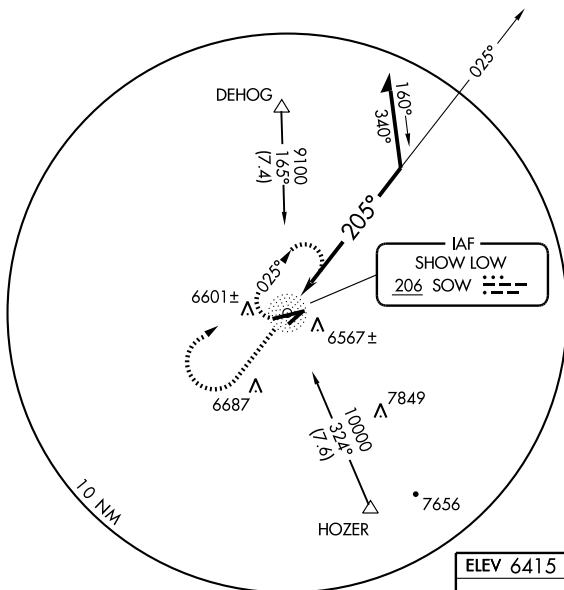
**▼**  
**▲ NA** Obtain local altimeter setting on CTAF; when not received, procedure NA.  
Circling NA southeast of Rwys 3 and 24.

MISSED APPROACH: Climb to 8000 then climbing right turn to 9100 direct SOW NDB and hold.

AWOS-3  
**118.075**

ALBUQUERQUE CENTER  
**132.9 239.05**

UNICOM  
**123.0 (CTAF) 0**



CATEGORY	A	B	C	D
CIRCLING	7600-1¼ 1185 (1200-1¼)	7600-1½ 1185 (1200-1½)	7600-3 1185 (1200-3)	NA

REIL Rwy 6 and 24  
MIRL Rwy 6-24 **0**

APP CRS  
**243°**Rwy Idg **6450**  
TDZE **6405**  
Apt Elev **6415****RNAV (GPS) RWY 24**  
SHOW LOW RGNL (SOW)

NA

Obtain local altimeter setting on CTAF; when not received, procedure NA.  
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
Circling NA southeast of Rwy 3 and 24.MISSED APPROACH: Climb to 12000 via  
243° course to ZAXIN WP, then left turn direct  
CAMVI WP and hold.AWOS-3  
**118.075**ALBUQUERQUE CENTER  
**132.9 239.05**UNICOM  
**123.0 (CTAF) 0**

MSA RW24 25 NM

12600

DEHOG

9100  
099°  
(12.3)

(FAF)

CUBOL

8200

243°

(5.6)

063°

6 NM

(IF/IAF)

JASUR

243°

(IAF)

WESUM

9100 (NoPT)

243° (5)

ST JOHNS  
SJN

9500

246°

(27.5)

6601±

RW24

ZAXIN

Λ 6687

Λ 6804±

6790±

Λ 7849

7656•

8614•

9636•

9263•

10277 Λ

9900 to JASUR

039°

(22.1)

CAMVI

055°

235°

6 NM

ELEV 6415

12000

243° crs

ZAXIN

CAMVI

JASUR

6 NM  
Holding Pattern

RW24

3.05°

TCH 40

CUBOL

243°

8200

063°

243°

9100

5.4 NM

5.6 NM

CATEGORY

A

B

C

D

LNAV MDA

6860-1

455 (500-1)

6860-1¼

455 (500-1¼)

NA

CIRCLING

6960-1

545 (600-1)

6960-1½

545 (600-1½)

NA

REIL Rwy 6 and 24  
MIRL Rwy 6-24 0

**SPRINGERVILLE MUNI** (D68) 1 W UTC-7 N34°07.77' W109°18.65'

7055 B FUEL 100LL, JET A NOTAM FILE PRC

RWY 03-21: H8422X75 (ASPH) S-30 MIRL

RWY 03: PAPI(P2L)—GA 4.0° TCH 35'. Fence. 0.4% down.

RWY 21: PAPI(P2L)—GA 3.0° TCH 35'. Fence. Rgt tfc. 0.6% up.

RWY 11-29: H4603X60 (ASPH) MIRL

RWY 11: PAPI (P2L)—GA 3.0° TCH 35'.

RWY 29: PAPI (P2L)—GA 3.0° TCH 35'.

**AIRPORT REMARKS:** Attended 1500-2300Z+. For fuel after hrs call 928-245-0151. Wildlife on and invof arpt. ACTIVATE MIRL Rwy 03-21 and Rwy 11-29—CTAF. PAPIs Rwy 03, Rwy 21, and Rwy 11, Rwy 29 on during daylight hrs, after dusk ACTIVATE—CTAF.

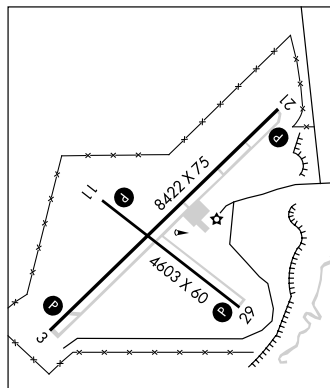
**WEATHER DATA SOURCES:** AWOS-3 119.65 (928) 333-5716.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ ALBUQUERQUE CENTER APP/DEP CON 132.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SJN.

ST. JOHNS (H) VORTAC 112.3 SJN Chan 70 N34°25.44'

W109°08.61' 193° 19.5 NM to fld. 6840/12E.



PHOENIX  
H-4K, L-5D  
IAP

**STANFIELD** N32°53.15' W111°54.52' NOTAM FILE PRC.

(H) VORTAC 114.8 TFD Chan 95 048° 8.3 NM to Casa Grande Muni. 1316/12E.

RCO 122.1R 114.8T (PRESCOTT RADIO)

PHOENIX  
H-4J, L-5B, A

**STELLAR AIRPARK** (See CHANDLER)**SUN VALLEY** (See BULLHEAD CITY)**SUPERIOR MUNI** (E81) 2 SW UTC-7 N33°16.67' W111°07.62'

2646 NOTAM FILE PRC

RWY 04-22: 3250X75 (GRVL)

RWY 04: Brush. RWY 22: Tree.

**AIRPORT REMARKS:** Unattended. Emerg phone 520-689-5254 (Police). Arpt manager recommends ldg uphill to the NE. Rwy 04-22 loose gravel, large rocks and 1-2' weeds on rwy sfc. Rwy 04-22 has brush and trees to a height of 12' on both sides of rwy. Mountain 4375' MSL located 9000' W of Rwy 04. Livestock on and invof arpt. Obstructions brush NE rwy, terrain and smelter stacks NE, hills and mountain SSW through SW of arpt.

**COMMUNICATIONS:** CTAF/UNICOM 122.95

PHOENIX

**TAYLOR** (TYL) 2 SW UTC-7 N34°27.16' W110°06.90'

5823 B S2 FUEL 100LL NOTAM FILE PRC

RWY 03-21: H7000X75 (ASPH) MIRL 1.5% up SW

RWY 03: REIL. PAPI(P2L)—GA 4.0° TCH 36'. Pole.

RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 20'.

**AIRPORT REMARKS:** Attended Mon-Fri dalgt hrs. +75' trees 450' east of rwy centerline. Arpt bcn not visible ENE to ESE due to trees. For FBO ctc 928-536-4811. Trees and brush in primary surface NW side of rwy 130'-250' from centerline. Rwy 03 right side REIL OTS indef. Rwy 21 REIL OTS indef. ACTIVATE MIRL Rwy 03-21—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.075 (928) 536-2609. Plus precipitation and thunderstorm.

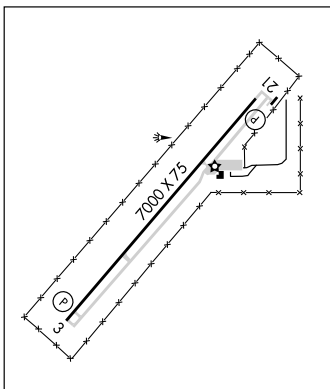
**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ ALBUQUERQUE CENTER APP/DEP CON 132.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SJN.

ST. JOHNS (H) VORTAC 112.3 SJN Chan 70 N34°25.44'

W109°08.61' 260° 48.2 NM to fld. 6840/12E.



PHOENIX  
H-4K, L-8G  
IAP

APP CRS	Rwy Idg	<b>8422</b>
<b>197°</b>	TDZE	<b>7032</b>
	Apt Elev	<b>7055</b>

# RNAV (GPS) RWY 21

SPRINGERVILLE MUNI (D68)

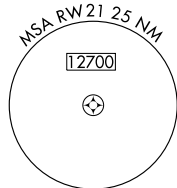
**NA** DME/DME RNP-0.3 NA. Procedure NA at night.  
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 12000 direct IFADE and hold, continue climb-in-hold to 12000.

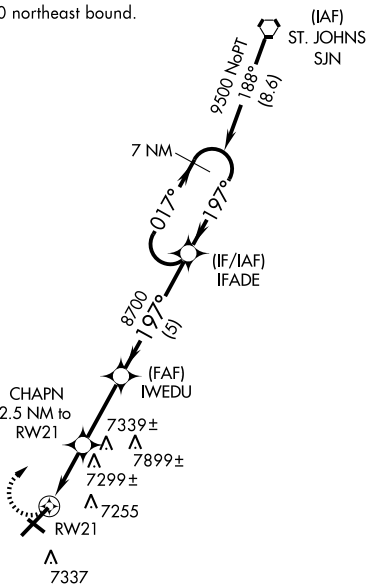
AWOS-3  
**119.65**

ALBUQUERQUE CENTER  
**132.9 239.05**

UNICOM  
**122.8 (CTAF) 0**



Procedure NA for arrivals at SJN VORTAC on V190 northeast bound.



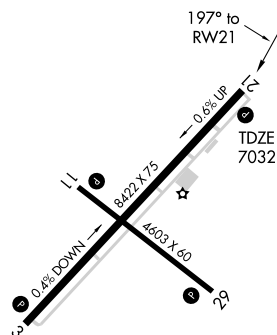
• 8614

• 9636

A 10277

• 9003

ELEV 7055



• 9768

• 9334

CATEGORY	A		B		C		D	
	7560-1		528 (600-1)		NA		NA	
CIRCLING	7660-1		7740-1		NA		NA	
	605 (700-1)		685 (700-1)					

**SAFFORD RGNL** (SAD) 3 E UTC-7 N32°51.20' W109°38.11'

3179 B S2 FUEL 100LL, JET A, A1+ TPA-4179(1000) NOTAM FILE SAD

RWY 12-30: H6006X100 (ASPH) S-33 MIRL

RWY 12: PAPI(P2L)—GA 3.0° TCH 37'. Fence.

RWY 30: PAPI(P2L)—GA 3.0° TCH 36'.

RWY 08-26: H4800X75 (ASPH) S-23 MIRL 0.4% up E

RWY 08: PAPI(P2L). Fence. RWY 26: PAPI(P2L).

**AIRPORT REMARKS:** Attended Mon-Sat 1430-0030Z and Sun 1430-2230Z. Fuel avbl after hrs contact (928) 552-0543. Traffic invof agriculture strip 1 mile SW of arpt.

**WEATHER DATA SOURCES:** ASOS 124.175 (928) 428-5178.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.3 (PRESCOTT RADIO)

ALBUQUERQUE CENTER APP/DEP CON 134.45

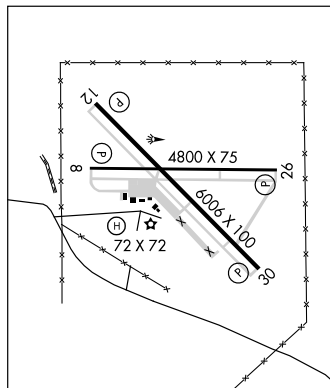
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PRC.

SAN SIMON (H) VORTACW 115.4 SSO Chan 101 N32°16.16'

W109°15.79' 319° 39.7 NM to fld. 3600/13E. HIWAS.

• • • • •

HELIPAD H1: H72X72 (CONC) MIRL

**ST JOHNS INDUSTRIAL AIR PARK** (SJN) 1 N UTC-7 N34°31.11' W109°22.73'

5737 B FUEL 100LL, JET A TPA-6736(1000) NOTAM FILE SJN

RWY 14-32: H5322X75 (ASPH) S-90 MIRL

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Pole.

RWY 32: REIL. PAPI(P2R)—GA 3.0° TCH 40'. Thld dspcd 92'. Pole.

RWY 03-21: H3400X60 (ASPH) S-55 MIRL

RWY 03: Thld dspcd 190'. Tree.

**AIRPORT REMARKS:** Attended 1400-0000Z. Rwy 03 200' gravel clear area on S end of rwy. Twy parallel to Rwy 14-32 has reflectors entire length of twy on both sides. Rwy 32 calm wind rwy. Rwy 14 PAPI OTS indef. Rwy 32 PAPI OTS indef. ACTIVATE MIRL Rwy 03-21 and Rwy 14-32, PAPI Rwy 14 and Rwy 32, REIL Rwy 14 and Rwy 32—CTAF.

**WEATHER DATA SOURCES:** ASOS 134.225 (928) 337-3061.**COMMUNICATIONS:** CTAF/UNICOM 122.8

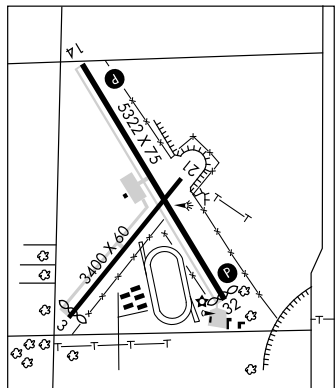
RCO 122.1R 112.3T (PRESCOTT RADIO)

ALBUQUERQUE CENTER APP/DEP CON 124.325

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SJN.

(H) VORTAC 112.3 SJN Chan 70 N34°25.44' W109°08.61'

284° 13.0 NM to fld. 6840/12E.

**SAN CARLOS APACHE** (See GLOBE)**SAN LUIS****ROLLE AIRFIELD** (44A) 5 ENE UTC-7 N32°30.98' W114°41.90'

163 NOTAM FILE PRC

RWY 17-35: H2800X60 (ASPH)

**AIRPORT REMARKS:** Unattended. Arpt unlgtd-frequent ngt military flights conducted. Arpt fenced and locked-inaccessible from ground. For access ctc arpt manager 928-726-5882 extension 156. Oil treated area surrounding existing paved rwy is heavily rutted. Mil ops require prior permission. Call 928-726-5882 ext 156.

**COMMUNICATIONS:** CTAF 122.9PHOENIX  
H-4K, L-5C  
IAPPHOENIX  
H-4K, L-8H  
IAP

PHOENIX

APP CRS **136°**  
 Rwy Idg **5322**  
 TDZE **5736**  
 Apt Elev **5737**

# RNAV (GPS) RWY 14

ST. JOHNS INDUSTRIAL AIR PARK (SJN)

▼ DME/DME RNP-0.3 NA.  
 ▲ When local altimeter setting not received, use Show Low altimeter setting and increase all MDAs 180 feet.  
 VDP NA when using Show Low altimeter setting.

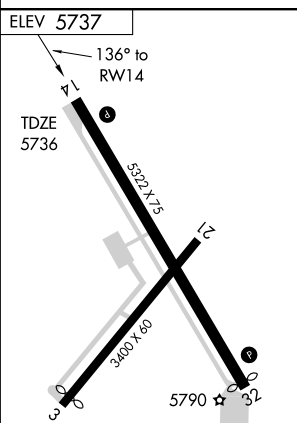
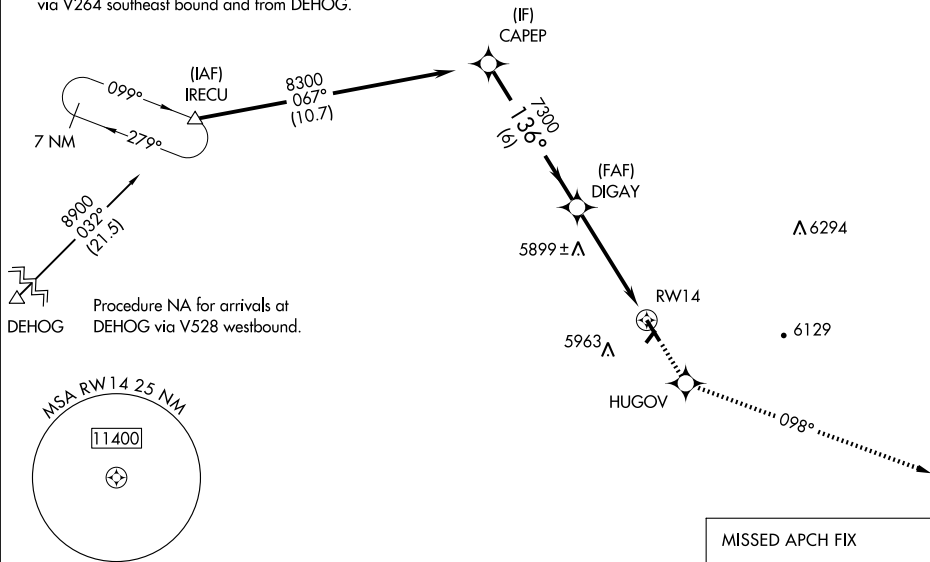
MISSED APPROACH: Climb to 9000 direct HUGOV and via 098° track to SJN VORTAC and hold, continue climb-in-hold to 9000.

ASOS  
**134.225**

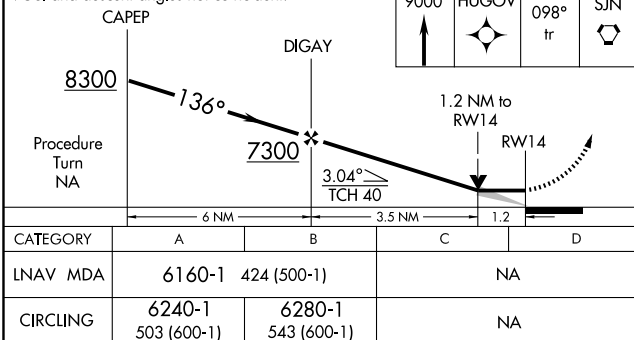
ALBUQUERQUE CENTER  
**124.325 288.25**

UNICOM  
**122.8 (CTAF) ①**

Holding not required for arrivals at IRECU via V264 southeast bound and from DEHOG.



VGSI and descent angles not coincident.



REIL Rwy 14 and 32 ①  
 MRL Rwy 3-21 and 14-32

APP CRS	Rwy Idg	<b>5230</b>
<b>316°</b>	TDZE	<b>5737</b>
	Apt Elev	<b>5737</b>

## RNAV (GPS) RWY 32

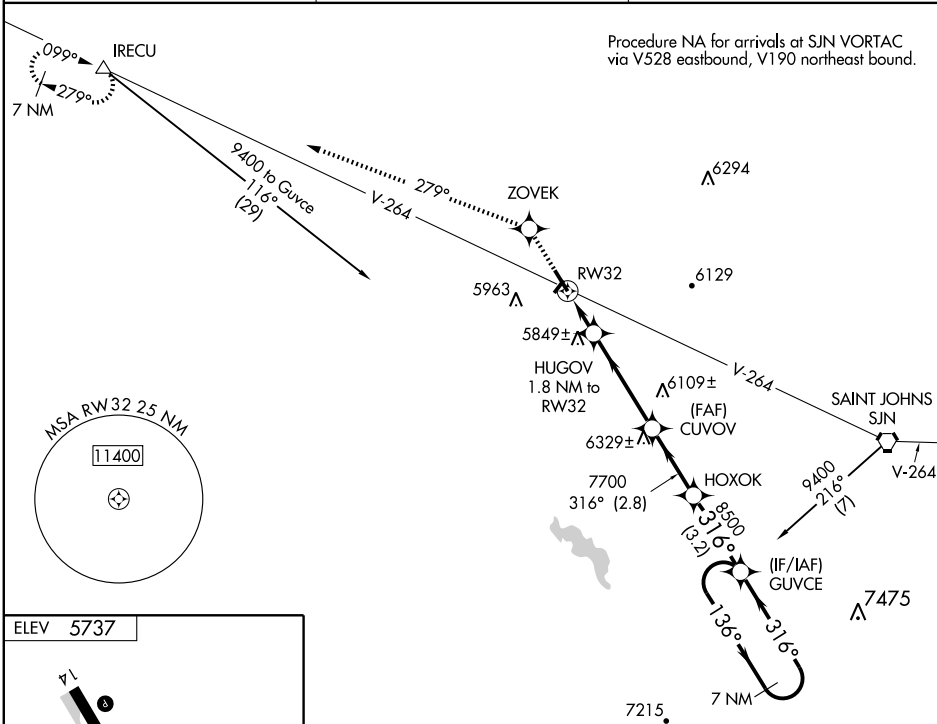
ST. JOHNS INDUSTRIAL AIR PARK (SJN)

**V** If local altimeter setting not received, use Show Low altimeter setting and increase  
**A** all DAs/MDAs 180 feet. DME/DME RNP-0.3 NA.  
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-1.5°F)  
 or above 30°C (86°F). Visibility reduction by helicopters NA.  
 Baro-VNAV and straight-in LNAV minimums NA when using Show Low altimeter

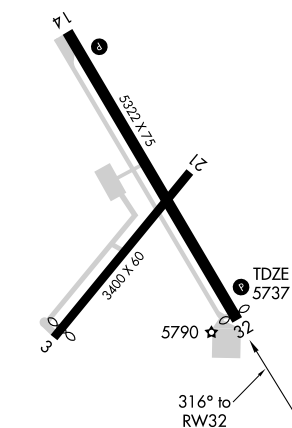
**MISSED APPROACH:** Climb to 9400 direct ZOVEK and via 279° track to IRECU and hold.

ASOS  
**134.225**

ALBUQUERQUE CENTER  
124.325 288.25

UNICOM  
122.8 (CTAF) **L**

ELEV 5737



REIL Rwy 14 and 32 **L**  
MIRL Rwy 3-21 and 14-32

**Figure 1: Sample RNAV 5 approach chart for RW32**

The chart displays a 7 NM Holding Pattern at 9400, a GULVE fix, a HOXOK fix, and a CUVOV fix. The final approach segment to RW32 is 1.8 NM. The chart includes a table with approach data for DA, MDA, and CIRCLING.

CATEGORY	A	B	C	D
RNAV/DA	6167-1½	430 (500-1½)	NA	
RNAV/MDA	6140-1	403 (500-1)	NA	
CIRCLING	6240-1 503 (600-1)	6280-1 543 (600-1)	NA	

ST. JOHNS, ARIZONA

Orig-A 10210

ST. JOHNS INDUSTRIAL AIR PARK (S.JN)

**RNAV (GPS) RWY 32**

34°31'N-109°23'W

SW-4. 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010



VORTAC SJN <b>112.3</b> Chan <b>70</b>	APP CRS <b>283°</b>	Rwy Idg TDZE Apt Elev <b>5737</b>	N/A N/A <b>5737</b>
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**VOR/DME-A**

ST. JOHNS INDUSTRIAL AIR PARK (SJN)



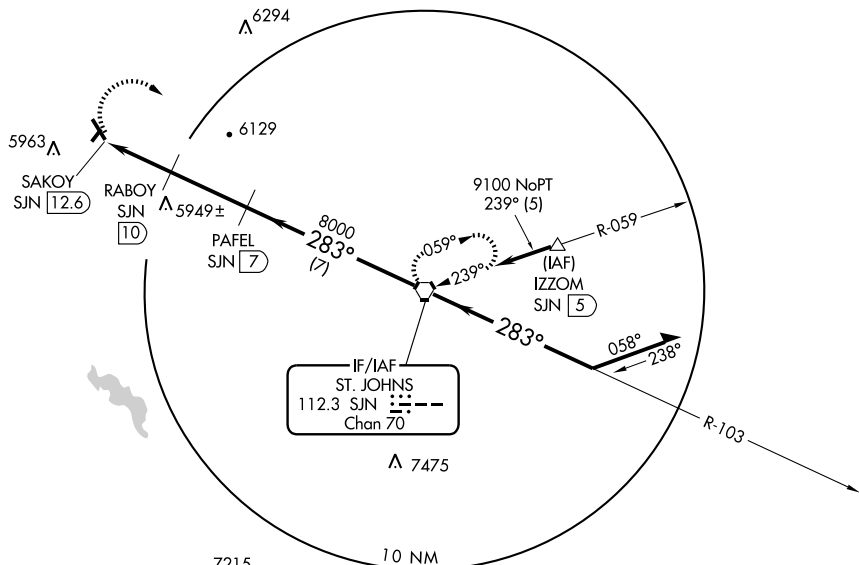
When local altimeter setting not received, use Show Low  
altimeter setting and increase all MDAs 180 feet.

MISSED APPROACH: Climbing right turn to 9100 direct SJN  
VORTAC and hold, continue climb-in-hold to 9100.

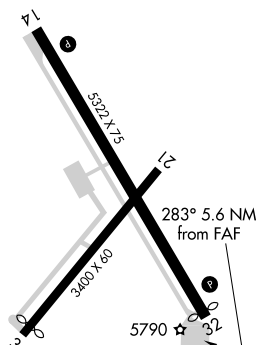
ASOS  
**134.225**

ALBUQUERQUE CENTER  
**124.325 288.25**

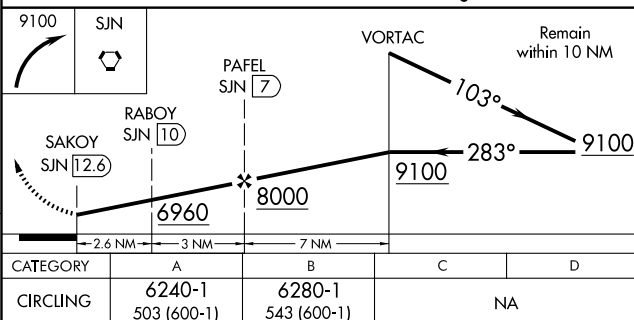
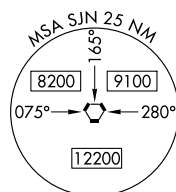
UNICOM  
**122.8** (CTAF) **0**



ELEV 5737



REIL Rwy 14 and 32 **0**  
MIRL Rwy 3-21 and 14-32



ST. JOHNS, ARIZONA

Amdt 2 10210

ST. JOHNS INDUSTRIAL AIR PARK (SJN)

34°31'N-109°23'W

**VOR/DME-A**

**SPRINGERVILLE MUNI** (D68) 1 W UTC-7 N34°07.77' W109°18.65'

7055 B FUEL 100LL, JET A NOTAM FILE PRC

RWY 03-21: H8422X75 (ASPH) S-30 MIRL

RWY 03: PAPI(P2L)—GA 4.0° TCH 35'. Fence. 0.4% down.

RWY 21: PAPI(P2L)—GA 3.0° TCH 35'. Fence. Rgt tfc. 0.6% up.

RWY 11-29: H4603X60 (ASPH) MIRL

RWY 11: PAPI (P2L)—GA 3.0° TCH 35'.

RWY 29: PAPI (P2L)—GA 3.0° TCH 35'.

**AIRPORT REMARKS:** Attended 1500-2300Z+. For fuel after hrs call 928-245-0151. Wildlife on and invof arpt. ACTIVATE MIRL Rwy 03-21 and Rwy 11-29—CTAF. PAPIs Rwy 03, Rwy 21, and Rwy 11, Rwy 29 on during daylight hrs, after dusk ACTIVATE—CTAF.

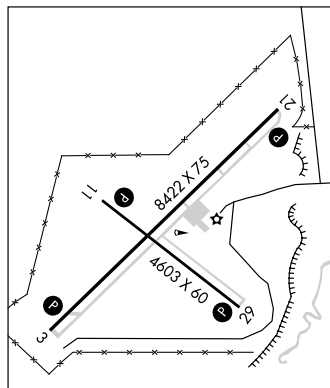
**WEATHER DATA SOURCES:** AWOS-3 119.65 (928) 333-5716.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ ALBUQUERQUE CENTER APP/DEP CON 132.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SJN.

ST. JOHNS (H) VORTAC 112.3 SJN Chan 70 N34°25.44'

W109°08.61' 193° 19.5 NM to fld. 6840/12E.



PHOENIX  
H-4K, L-5D  
IAP

**STANFIELD** N32°53.15' W111°54.52' NOTAM FILE PRC.

(H) VORTAC 114.8 TFD Chan 95 048° 8.3 NM to Casa Grande Muni. 1316/12E.

RCO 122.1R 114.8T (PRESCOTT RADIO)

PHOENIX  
H-4J, L-5B, A

**STELLAR AIRPARK** (See CHANDLER)**SUN VALLEY** (See BULLHEAD CITY)**SUPERIOR MUNI** (E81) 2 SW UTC-7 N33°16.67' W111°07.62'

2646 NOTAM FILE PRC

RWY 04-22: 3250X75 (GRVL)

RWY 04: Brush. RWY 22: Tree.

**AIRPORT REMARKS:** Unattended. Emerg phone 520-689-5254 (Police). Arpt manager recommends ldg uphill to the NE. Rwy 04-22 loose gravel, large rocks and 1-2' weeds on rwy sfc. Rwy 04-22 has brush and trees to a height of 12' on both sides of rwy. Mountain 4375' MSL located 9000' W of Rwy 04. Livestock on and invof arpt. Obstructions brush NE rwy, terrain and smelter stacks NE, hills and mountain SSW through SW of arpt.

**COMMUNICATIONS:** CTAF/UNICOM 122.95

PHOENIX

**TAYLOR** (TYL) 2 SW UTC-7 N34°27.16' W110°06.90'

5823 B S2 FUEL 100LL NOTAM FILE PRC

RWY 03-21: H7000X75 (ASPH) MIRL 1.5% up SW

RWY 03: REIL. PAPI(P2L)—GA 4.0° TCH 36'. Pole.

RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 20'.

**AIRPORT REMARKS:** Attended Mon-Fri dalgt hrs. +75' trees 450' east of rwy centerline. Arpt bcn not visible ENE to ESE due to trees. For FBO ctc 928-536-4811. Trees and brush in primary surface NW side of rwy 130'-250' from centerline. Rwy 03 right side REIL OTS indef. Rwy 21 REIL OTS indef. ACTIVATE MIRL Rwy 03-21—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.075 (928) 536-2609. Plus precipitation and thunderstorm.

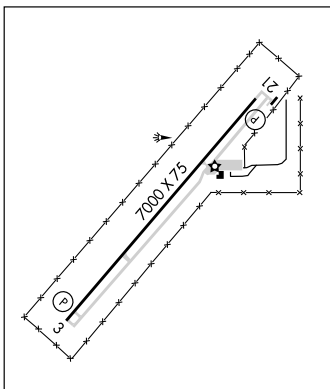
**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ ALBUQUERQUE CENTER APP/DEP CON 132.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SJN.

ST. JOHNS (H) VORTAC 112.3 SJN Chan 70 N34°25.44'

W109°08.61' 260° 48.2 NM to fld. 6840/12E.



PHOENIX  
H-4K, L-8G  
IAP

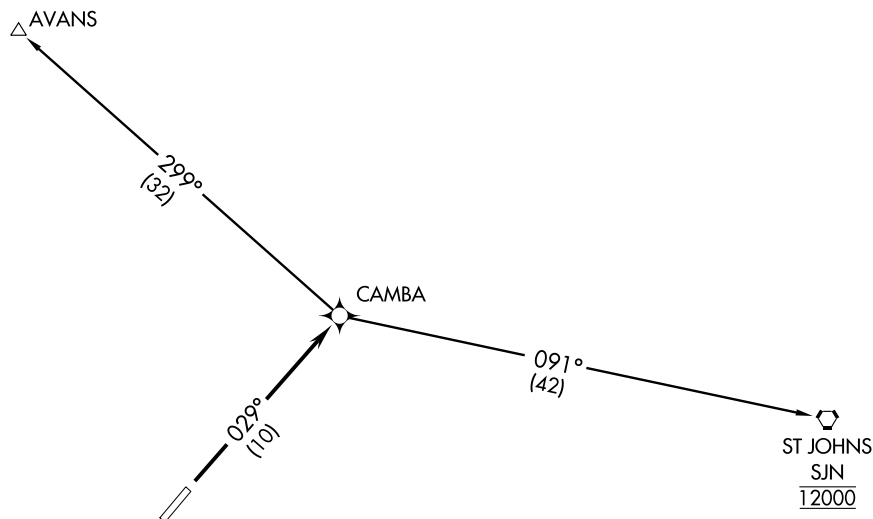
(CAMBA1.CAMBA) 09071

# CAMBA ONE DEPARTURE (RNAV)

SL-9422 (FAA)

TAYLOR MUNI (TYL)  
TAYLOR, ARIZONA

ALBUQUERQUE CENTER  
132.9 239.05



NOTE: 1. GPS required.  
2. RNAV 1

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb to 8900 via course 029° to CAMBA WP, then via assigned transition.

AVANS TRANSITION (CAMBA1.AVANS)

ST JOHNS TRANSITION (CAMBA1.SJN)

CAMBA ONE DEPARTURE (RNAV)

(CAMBA1.CAMBA) 09071

TAYLOR, ARIZONA  
TAYLOR MUNI (TYL)

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	<b>7000</b>
<b>209°</b>	TDZE	<b>5759</b>
	Apt Elev	<b>5820</b>

**GPS RWY 21**  
TAYLOR MUNI (TYL)

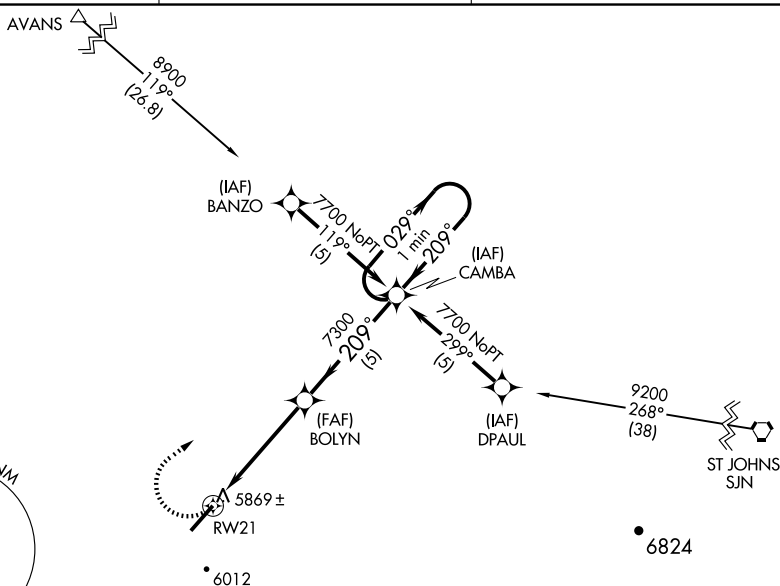


MISSED APPROACH: Climbing right turn to 7700 direct CAMBA WP and hold.

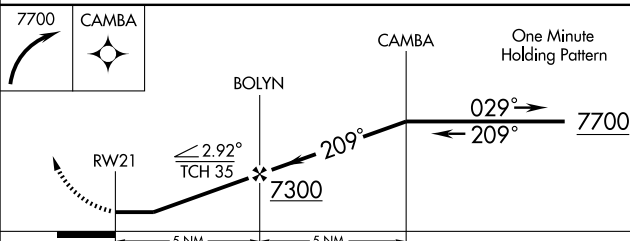
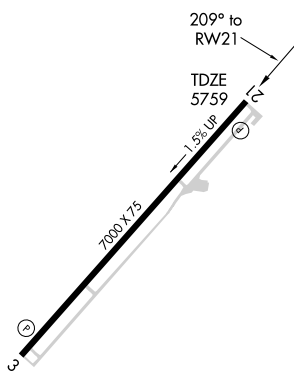
AWOS-3  
**119.075**

ALBUQUERQUE CENTER  
**132.9 239.05**

UNICOM  
**122.7 (CTAF) 0**



ELEV 5820



CATEGORY	A	B	C	D
S-21	6120-1 361 (300-1)			6120-1¼ 361 (300-1¼)
CIRCLING	6320-1 500 (500-1)	6380-1 560 (600-1)	6380-1½ 560 (600-1½)	6480-2 660 (700-2)

REIL Rwy 3 and 21  
MIRL Rwy 3-21 0

TAYLOR, ARIZONA  
Orig-A 09071

34°27'N-110°07'W

TAYLOR MUNI (TYL)  
**GPS RWY 21**

SW-4, 21 OCT 2010 to 18 NOV 2010

## TUCSON

MARANA RGNL (AVQ) 15 NW UTC-7 N32°24.57' W111°13.10'

2031 B S3 FUEL 100LL, JET A OX 3 NOTAM FILE PRC

RWY 12-30: H6901X100 (ASPH) S-75, D-100, 2S-160, 2D-300 MIRL 0.3% up SE.

RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 44'.

RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Road. Rgt tfc.

RWY 03-21: H3892X75 (ASPH) S-75, D-100, 2S-135, 2D-150 MIRL

RWY 03: PAPI(P2L)—GA 3.0° TCH 53'. Thld dspcd 494'. Rgt tfc.

RWY 21: PAPI(P2L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended 1400-0030Z. Fuel avbl after hrs call 520-730-4318. Parachute Jumping. Aerobic activities 3 miles SE and 6 miles SW of arpt, surface -5000' MSL dalgt hrs indefinitely. Extensive parachute training high and low levels all hours NW quadrant of arpt. Helicopters are not authorized to land at the self fuel island. All helicopters must land at the helipad at the SE side of the field. Rwy 12 calm wind rwy. ACTIVATE MIRL Rwy 03-21 and Rwy 12-30, REIL Rwy 12 and Rwy 30—CTAF. PAPI Rwy 03, Rwy 21, Rwy 12 and Rwy 30 opr continuously. Note: See Special Notices—Glider Operations Northwest of Tucson, Arizona.

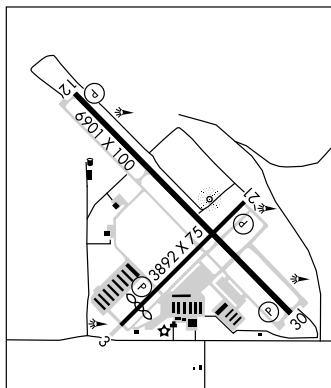
**WEATHER DATA SOURCES:** AWOS-3 118.375 (520) 682-4104.**COMMUNICATIONS:** CTAF/UNICOM 123.0

① TUCSON APP/DEP CON 119.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUS.

TUCSON (H) VORTACW 116.0 TUS Chan 107 N32°05.71' W110°54.89' 309° 24.3 NM to fld. 2672/12E. HIWAS.

NDB (HW) 245 AVQ N32°24.71' W111°12.94' at fld. NOTAM FILE PRC.



PHOENIX

H-4J, L-5C

IAP

RYAN FLD (RYN) 10 SW UTC-7 N32°08.53' W111°10.48'

2417 B S4 FUEL 100LL, JET A TPA-3217(800) NOTAM FILE PRC

RWY 06R-24L: H5500X75 (ASPH) S-12.5, D-30 MIRL

RWY 06R: REIL. RWY 24L: VASI(V4L)—GA 3.0° TCH 26'.

RWY 06L-24R: H4900X75 (ASPH) S-12.5, D-30

RWY 06L: Tree.

RWY 15-33: H4000X75 (ASPH) 0.8% up S

RWY 15: Tree.

**AIRPORT REMARKS:** Attended 1430-2230Z. Self svc fuel avbl 24 hrs. Rwy 06L-24R CLOSED between SS-SR. Rwy 15-33 CLOSED between SS-SR. Frequent practice of ILS approaches to Rwy 06R. Rwy 06R and Rwy 06L preferential rwy up to 10 knot tailwind. Afternoon winds usually favor Rwy 24L and Rwy 24R. Use landing lights in pattern. When twr clsd ACTIVATE MIRL Rwy 06R-24L—CTAF. VASI Rwy 24L opr continuously. REIL Rwy 06R opr dalgt hrs only. Note: See Special Notices—Glider Operations Northwest of Tucson, Arizona.

**WEATHER DATA SOURCES:** AWOS-3 133.35 (520) 578-0269. HIWAS 116.0 TUS.**COMMUNICATIONS:** CTAF 125.8

① TUCSON APP/DEP CON 128.5

TOWER 125.8 (1300-0300Z) GND CON 118.2

**AIRSPACE:** CLASS D svc 1300-0300Z other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUS.

TUCSON (H) VORTACW 116.0 TUS Chan 107 N32°05.71' W110°54.89' 270° 13.5 NM to fld. 2672/12E. HIWAS.

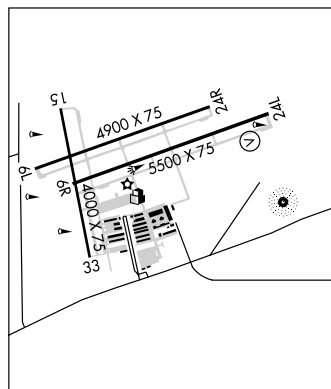
NDB (HW) 338 RYN N32°08.30' W111°09.69' at fld. NOTAM FILE PRC. Unmonitored. NDB unusable 025°-050° byd 25 NM blo 14,500'.

ILS 111.1 I-IVI Rwy 06R.

PHOENIX

H-4J, L-5C

IAP, AD



NDB AVQ <b>245</b>	APP CRS <b>111°</b>	Rwy Idg TDZE Apt Elev	<b>6901</b> <b>2022</b> <b>2031</b>
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# NDB RWY 12

TUCSON/MARANA RGNL (AVQ)

**▼** If local altimeter setting not received, use Ryan Field altimeter setting and increase all MDAs 100 feet.

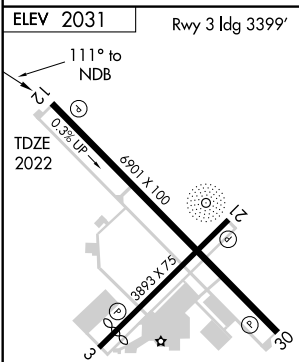
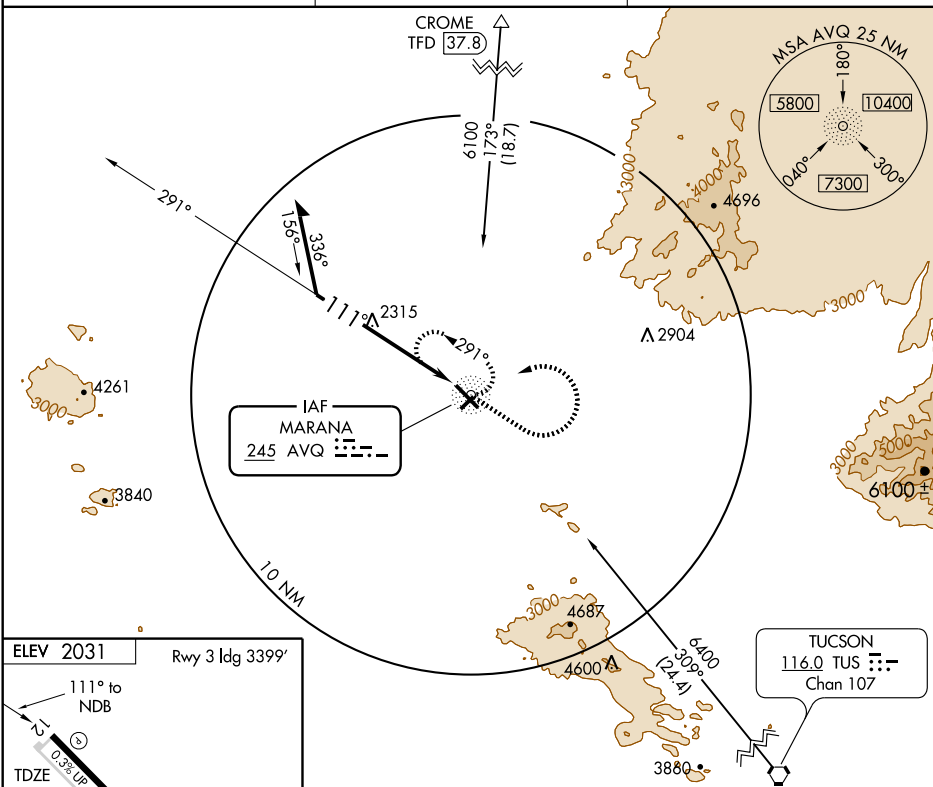
**▲ NA**

**MISSED APPROACH:** Climb to 3900 then climbing left turn to 5800 direct AVQ NDB and hold, continue climb-in-hold to 5800.

AWOS-3  
**118.375**

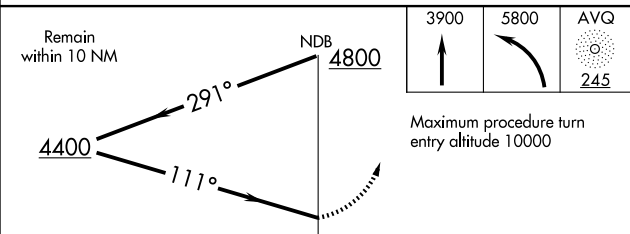
TUCSON APP CON  
**119.4 318.1**

UNICOM  
**123.0 (CTAF) 0**



REIL Rwy 12 and 30  
MIRL Rwy 3-21 and 12-30

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-12	3480-1¼ 1458 (1500-1¼)	3480-1½ 1458 (1500-1½)	3480-3 1458 (1500-3)	NA
CIRCLING	3480-1¼ 1449 (1500-1¼)	3480-1½ 1449 (1500-1½)	3480-3 1449 (1500-3)	NA

APP CRS	Rwy Idg	N/A
282°	TDZE	N/A
	Apt Elev	2031

RNAV (GPS)-E

TUCSON/MARANA RGNL (A V Q)

**T** If local altimeter setting not received, use Ryan Field altimeter setting and increase all MDAs 100 feet.

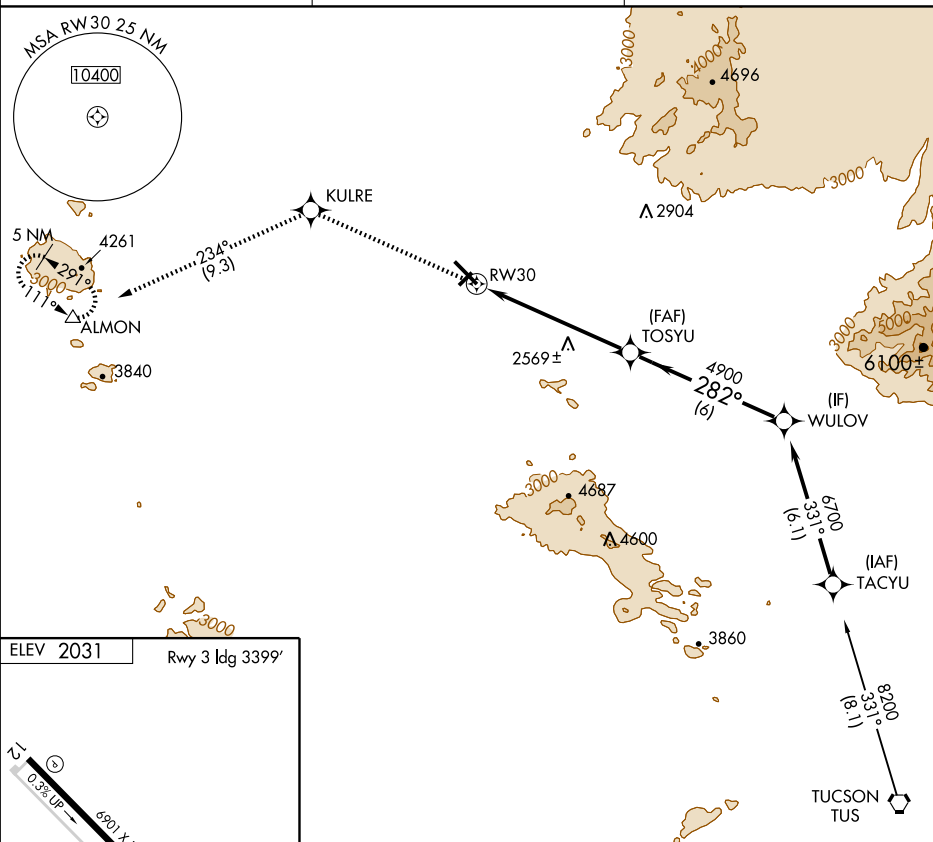
**A** NA DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 6000 direct KULRE and 234° track to ALMON and hold, continue climb-in-hold to 6000.

AWOS-3  
**118,375**

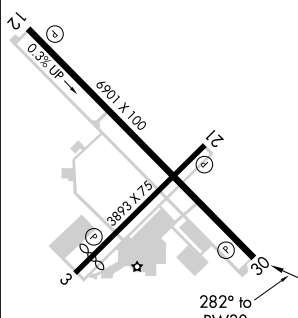
TUCSON APP CON  
119.4 318.1

UNICOM  
123.0 (CTAF) **L**



ELEV 2031

Rwy 3 Idg 3399'



REIL Rwy 12 and 30 **L**  
MIRL Rwy 3-21 and 12-30 **L**

6000 ↑	KULRE ✦	234° Track	ALMON △		
CATEGORY		A	B	C	D
CIRCLING		2820-1 789 (800-1)	2820-1½ 789 (800-1½)	2820-2¼ 789 (800-2¼)	NA

TUCSON, ARIZONA  
Orig-A 07298

TUCSON/MARANA RGNL (AVQ)

## RNAV (GPS)-E

32°25'N - 111°13'W

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4 21 OCT 2010 to 18 NOV 2010

APP CRS **033°**  
 Rwy Idg **3399**  
 TDZE **2026**  
 Apt Elev **2031**

**RNAV (GPS) RWY 3**  
 TUCSON/MARANA RGNL (AVQ)

**NA** If local altimeter setting not received, use Ryan Field altimeter setting and increase all MDAs 100 feet.  
 DME/DME RNP-0.3 NA.  
 VDP NA when using Ryan Field altimeter setting.

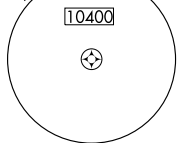
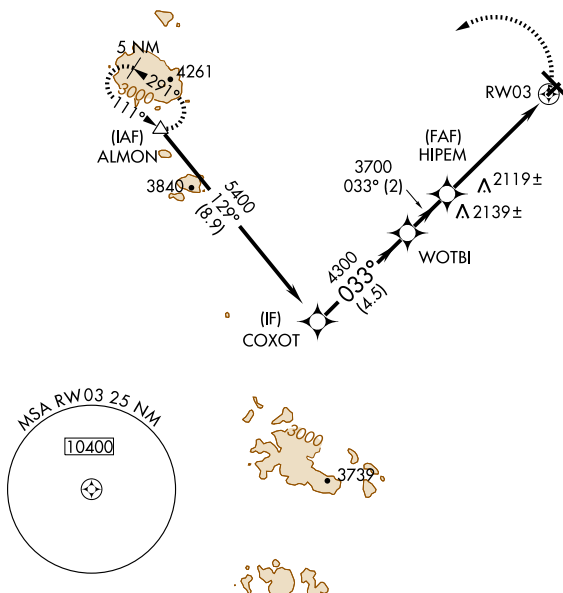
**MISSED APPROACH:** Climbing left turn to 6000 direct ALMON and hold, continue climb-in-hold to 6000.

AWOS-3  
**118.375**

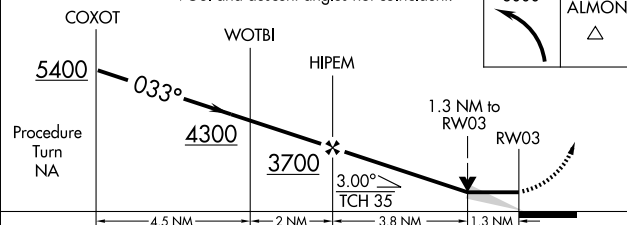
TUCSON APP CON  
**119.4 318.1**

UNICOM  
**123.0 (CTAF)**

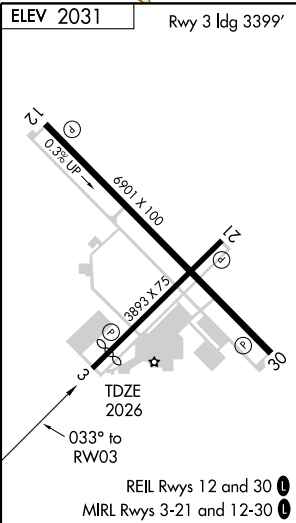
Procedure NA for arrivals at ALMON via V66-105 westbound.



VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
LNAV MDA	2480-1 449 (500-1)	454 (500-1)	2480-1¼ 454 (500-1¼)	NA
CIRCLING	2480-1 449 (500-1)	2500-1 469 (500-1)	2580-1½ 549 (600-1½)	NA





APP CRS	Rwy Idg	<b>6901</b>
<b>138°</b>	TDZE	<b>2022</b>
	Apt Elev	<b>2031</b>

# RNAV (GPS) RWY 12

TUCSON/MARANA RGNL (AVQ)

**▽** If local altimeter setting not received, use Ryan Field altimeter setting and increase all MDAs 100 feet.  
**△ NA** DME/DME RNP-0.3 NA.  
 VDP NA when using Ryan Field altimeter setting.

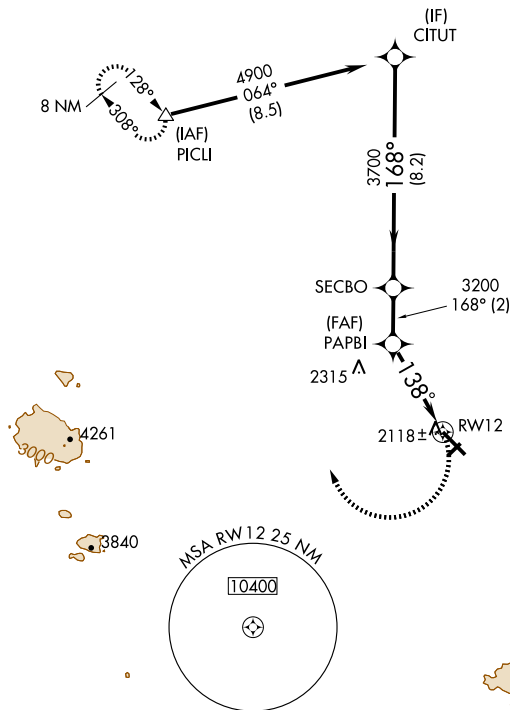
**MISSED APPROACH:** Climbing right turn to 6000 direct PICLI and hold, continue climb-in-hold to 6000.

AWOS-3  
**118.375**

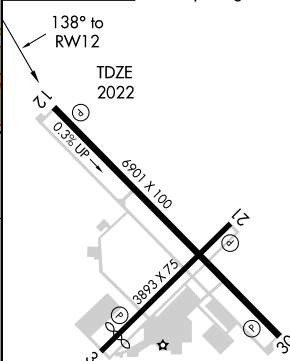
TUCSON APP CON  
**119.4 318.1**

UNICOM  
**123.0 (CTAF)**

Procedure NA for arrivals at PICLI via V16 northwestbound.



ELEV 2031 Rwy 3 Idg 3399'



	CITUT	SECBO	PAPBI	6000	PICLI
	4900				
Procedure Turn NA	168°	3700	3200	138°	
	8.2 NM	2 NM	2.4 NM	1.2 NM	
CATEGORY	A	B	C	D	
LNAV MDA	2440-1	418 (500-1)	2440-1½ 418 (500-1½)	NA	
CIRCLING	2440-1 409 (500-1)	2500-1 469 (500-1)	2580-1½ 549 (600-1½)	NA	

REIL Rwy 12 and 30  
MIRL Rwy 3-21 and 12-30

APP CRS **199°**  
 Rwy Idg **3893**  
 TDZE **2026**  
 Apt Elev **2031**

# RNAV (GPS) RWY 21

TUCSON/MARANA RGNL (AVQ)

**NA** If local altimeter setting not received, use Ryan Field altimeter setting and increase all MDAs 100 feet.  
 DME/DME RNP-0.3 NA.

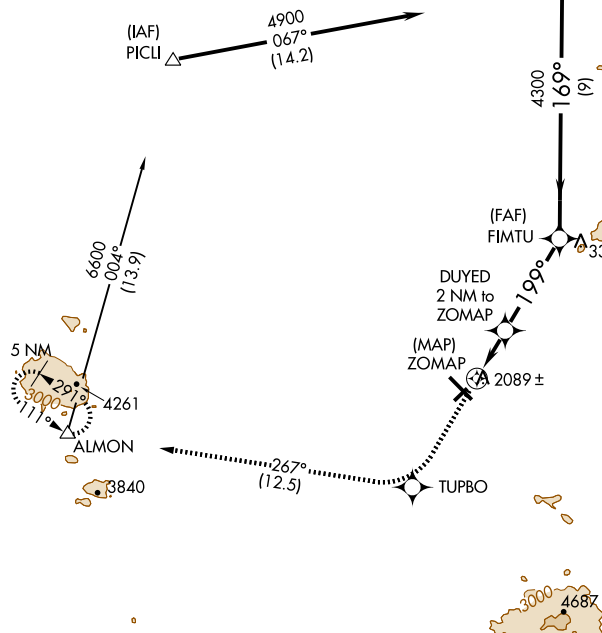
**MISSED APPROACH:** Climb to 6000 direct TUPBO and via 267° track to ALMON and hold, continue climb-in-hold to 6000.

AWOS-3  
**118.375**

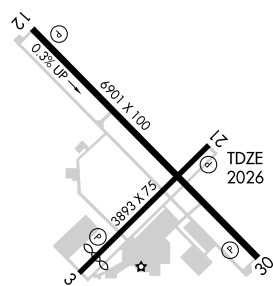
TUCSON APP CON  
**119.4 318.1**

UNICOM  
**123.0 (CTAF)**

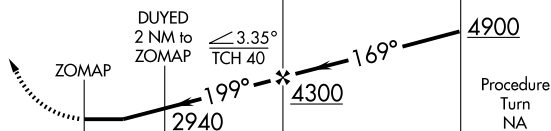
Procedure NA for arrivals at ALMON via V105 southeastbound.



ELEV 2031 Rwy 3 Idg 3399°



6000 TUPBO 267° track ALMON VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
LNAV MDA	2640-1	614 (700-1)	2640-1¾ 614 (700-1¾)	NA
CIRCLING	2640-1	609 (700-1)	2640-1¾ 609 (700-1¾)	NA

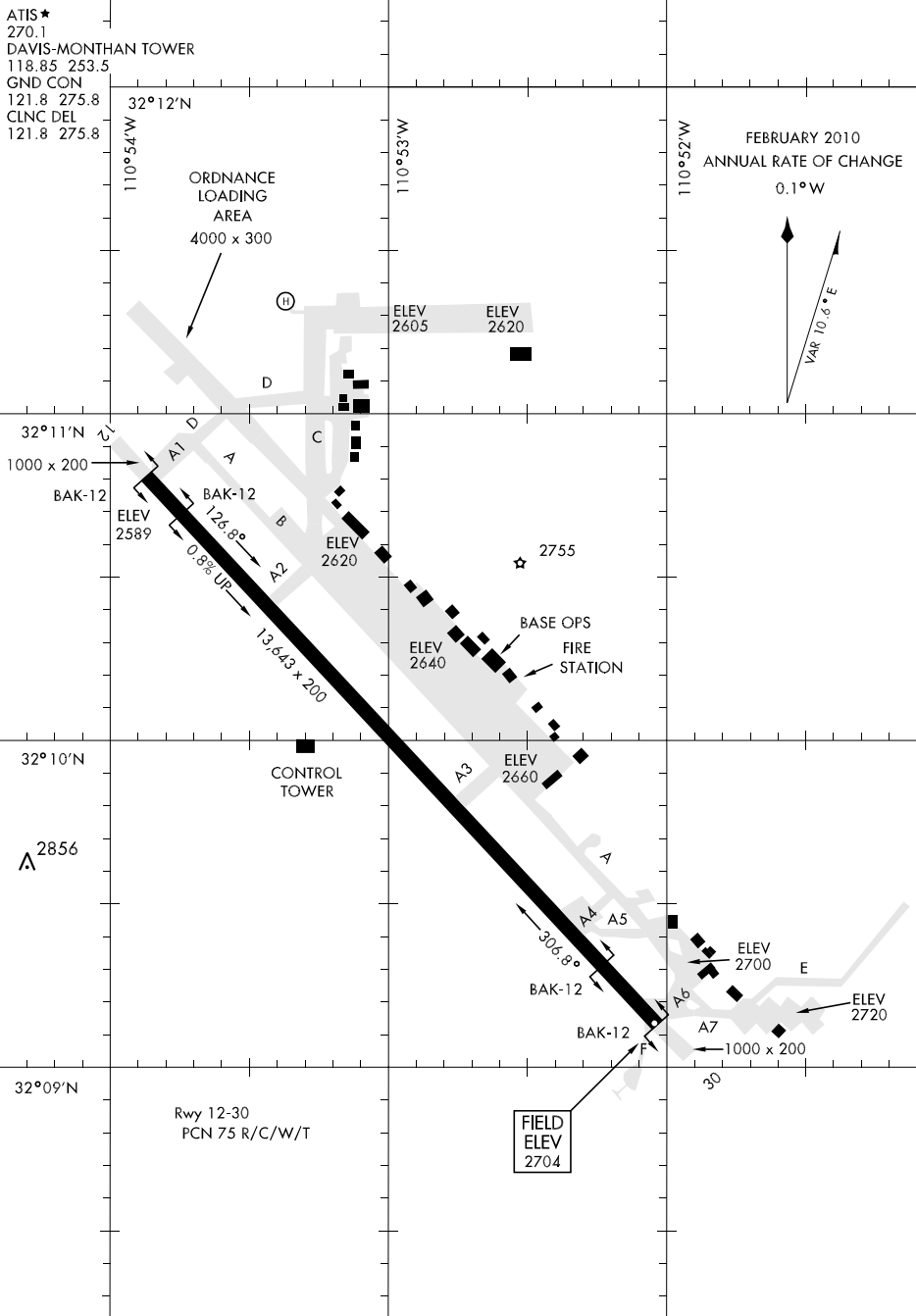
REIL Rwy 12 and 30  
 MRL Rwy 3-21 and 12-30

## AIRPORT DIAGRAM

AFD-429 [USAF]

DAVIS-MONTHAN AFB (KDMA)

TUCSON, ARIZONA



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

## AIRPORT DIAGRAM

TUCSON, ARIZONA

DAVIS-MONTHAN AFB (KDMA)

**DAVIS MONTHAN AFB** (DMA)(KDMA) AF 2 SW UTC-7 N32°09.99' W110°52.99'

**PHOENIX**

2704 B TPA—See Remarks NOTAM FILE DMA Not insp.

**H-41, L-5C**

**RWY 12-30:** H13643X200 (PEM) PCN 75/R/C/W/T HIRL

**DIAP, AD**

**RWY 12:** REIL. PAPI(P4L). 0.8% up. **RWY 30:** ALSF1. PAPI(P4L). Rgt tfc.

**ARRESTING GEAR/SYSTEM**

**RWY 12** HOOK BAK-12A(B) (EOR) HOOK BAK-12A(B) (1200')

HOOK BAK-12A(B) (1198') HOOK BAK-12A(B) (EOR) **RWY 30**

**MILITARY SERVICE:** LGT All rwy thld lgt gated. **A-GEAR** All BAK 12A extended. **FUEL** J8. Transient acft can expect up to 2 hr delay for refuel. **FLUID** SP PRESAIR LHOX LOX **OIL** 0-148-156 JOAP; W-72 hr prior notice rqr

**MILITARY REMARKS:** See FLIP AP/1 Supplementary Arpt Remark. **RSTD** PPR all acft, ctc Base OPS DSN

228-4507/4315, C520-228-4507/4315. No Vertical and Short Take-off and Landing aircraft apch ldg. Airfield clsd 1300-2100Z (except to active scrambles) last Sat monthly. Transient acft are allowed 1 apch to a full stop, between 1430Z and official SS, or if Davis-Monthan is not the final destination, may execute 1 apch and dep the Davis-Monthan pat. For multiple apch or apch outside those hrs. 355 OG/CC approval rqr. Reg approval 24 hrs in advance through Davis-Monthan base ops. All acft inbound with DV code 6 or higher and/or space A passenger ctc PTD at least 30 min prior to arrival to confirm block time. **CAUTION** Coyotes, burrowing owls and javelinas found occasionally on both sides of rwy. **TFC PAT** TPA—Conventional 3700(996), overhead 5000(2296) until 4 DME then 4200(1496). No overhead tfc pattern authorized except to permanent base assigned acft SS-SR. Maximum speed in overhead pat is 300 Kts Indicated Airspeed. Do not exceed 3700' until dep end of rwy. Hi alt wx balloon released 5 mile final Rwy 12 at 1100Z and 2300Z daily. **NS ABTMT** Quiet hour policy in eff 0530-1300Z. Max performance climbs not authorized. Discontinue afterburner as soon as safely possible. Heavy acft expect Rwy 12 departure unless precluded by acft limitations. **CSTM/AG/IMG** Minimum continuous notice rqr for acft rqr Customs/Agriculture/Immigration. Ctc Base ops for coordination. **MISC** First 2700' of Rwy 12 and first 2445' of Rwy 30 are concrete. Mid 8500' of Rwy 12-30 is asphalt. Standard USAF reduced same rwy separation applied exc 6000' between C130 acft. ATC personnel will notify wx of change as part of Cooperative Weather Watch (CWW). Cooperative Weather Watch will include but is not ltd to twr and sector visibility and significant pilot report information to be included in the obsn/terminal or alternate forecast. Primary wx sensor is FMQ-19 producing automated obsn. Base wx avbl 24hr during duty week, clsd weekend and federal hol, DSN 228-6014/3254, fax DSN 228-3255. Wx briefings avbl 24hr from 25 OWS at DSN 228-6598/6599, 2 hr notice rqr for timely brief. FMQ-19 automated wx obsn system avbl 24 hr may be accessed thru DSN 228-0487 C520-228-0487. All transient aircrews shall store all classified materials at Wing Command Post (building 2300).

**COMMUNICATIONS:** SFA ATIS 270.1 (1300-0530Z) **PTD** 372.2

**® TUSCON APP/DEP** CON 119.4 318.1 (Rwy 12 286°-089°, Rwy 30 066°-274°) 125.1 269.55 (Rwy 12 090°-285°, Rwy 30 275°-065°)

**TOWER** 118.85 253.5 **GND CON** 121.8 275.8 **CLNC DEL** 121.8 275.8

**COMD POST** (RAYMOND 8) 381.3 **PMSV METRO** 239.8 Alternate PMSV METRO LUF 267.4

**AIRSPACE:** CLASS C svc continuous ctc **APP CON.**

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DMA.

(L) **TACAN** Chan 123 DMA (117.6) N32°09.60' W110°52.85' at fld. 2663/12E. No NOTAM MP Wed

1200-1400Z. Unusable 060°-090° byd 25 NM blo 17000' 330°-030° byd 25 NM blo 17000'

**ILS** 109.3 I-DMA Rwy 30. Back course unusable. No NOTAM MP Tue, Thu 1400-1600Z.

**PAR** No NOTAM MP 1100-1300Z. Weekdays 1900-0500Z or termination of A10 flying (contact scheduling for times at DSN-228-5777).

**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.

## DAVIS-MONTHAN THREE DEPARTURE (DMA3 . DMA)

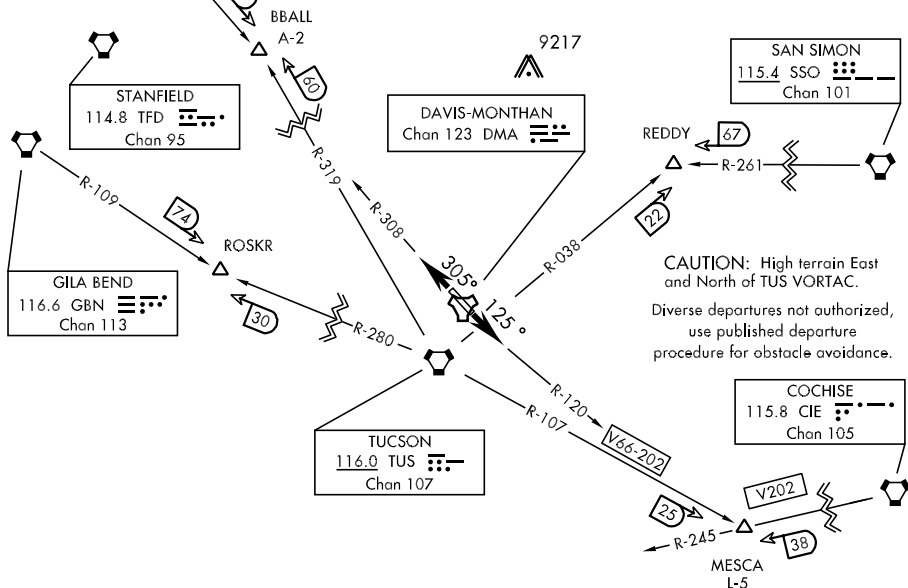
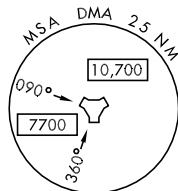
TUCSON, ARIZONA

SHL-429 [USAF]

RADAR AND DME  
REQUIRED

ATIS ★ 270.1  
CLNC DEL  
121.8 275.8  
GND CON  
121.8 275.8  
DAVIS-MONTHAN TOWER  
118.85 253.5  
TUCSON DEP CON  
125.1 269.55  
ALBUQUERQUE CENTER  
127.95 351.8

PHOENIX  
115.6 PXR  
Chan 103



## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RWY 12:** Climb on track 125°, intercept DMA R-120 for vectors to assigned fix or route. Maintain 17,000 or assigned lower altitude. Expect clearance to filed altitude 10 minutes after departure.

**TAKE-OFF RWY 30:** Climb on track 305°, intercept DMA R-308 for vectors to assigned fix or route. Maintain 17,000 or assigned lower altitude. Expect clearance to filed altitude 10 minutes after departure.

**LOST COM:** Immediately climb to minimum safe altitude or last ATC assigned altitude, whichever is higher. Proceed to next assigned NAVAID or return to appropriate IAF for Davis-Monthan AFB active runway.

LOC I-DMA <b>109.3</b>	APCH CRS <b>305°</b>	Rwy Idg <b>13,643</b> THRE <b>2704</b> Arpt Elev <b>2704</b>	JAL-429 [USAF]	DAVIS-MONTHAN AFB (KDMA)
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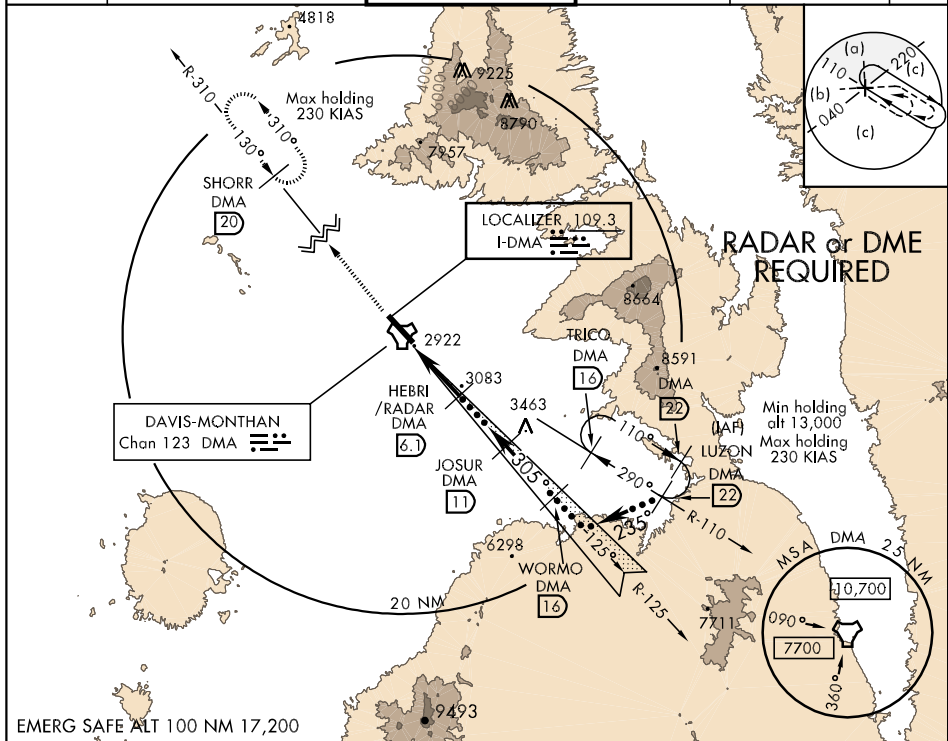
- \* When ALS inop, increase CAT CDE vis to 1 1/4 miles.  
 \*\* Circling not authorized S of Rwy 12-30.

ALSF-1



MISSED APPROACH: Climb to 6600  
out DMA R-310 to 20 DME and hold.

ATIS★ <b>270.1</b>	TUCSON APP CON 066°-274° <b>119.4 318.1</b> 275°-065° <b>125.1 269.55</b>	DAVIS-MONTHAN TOWER <b>118.85 253.5</b>	GND CON <b>121.8 275.8</b>	CLNC DEL <b>121.8 275.8</b>	PAR
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6600 DMA R-310	SHORR DMA 20	LUZON R-110 22	ELEV 2704	HIRL Rwy 12-30 REIL Rwy 12
WALRA 1.2	HEBRI/RADAR 6.1	JOSUR 11	Intcp LLZ WORMO 16	2711
TACAN	4490	5900	7300	2742
0.4	4.9 NM	GS 3.00° TCH 59	13,000	2729
CATEGORY	C	D	E	THRE 2704
S-ILS 30	2954/40	250 (300-34)		2959
S-LOC 30 *	3340-13/6	636 (700-13/6)		305° 5.3 NM from FAF
CIRCLING **	3340-13/6 636 (700-13/6)	3340-2 636 (700-2)	3380-2 1/2 676 (700-2 1/2)	FAF to MAP 4.9 NM
				Knots 120 140 160 180 200
				Min:Sec 2:27 2:06 1:50 1:38 1:28

TACAN DMA Chan **123**  
APCH CRS **130°**  
Rwy ldg **13,643**  
THRE **2589**  
Arpt Elev **2704**

JAL-429 [USAF]

DAVIS-MONTHAN AFB (KDMA)



\* Circling not authorized S of Rwy 12-30.

MISSED APPROACH: Track outbound on DMA R-120 to 8000 expect RADAR vectors.

ATIS★  
**270.1**

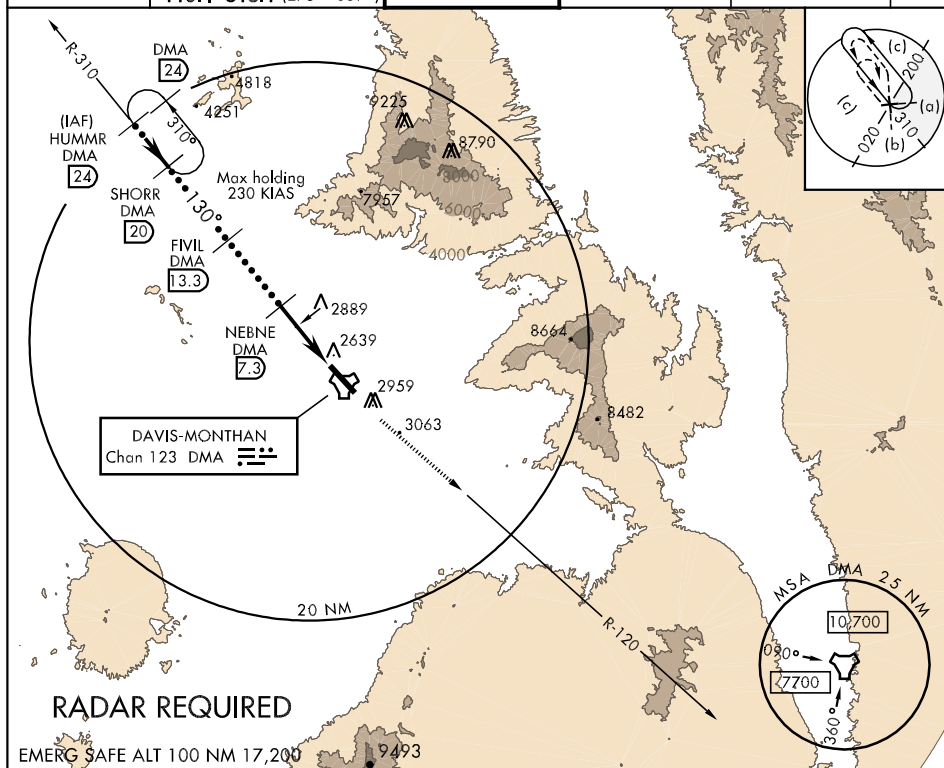
TUCSON APP CON  
**125.1 269.55** (090° - 285°)  
**119.4 318.1** (275° - 089°)

DAVIS-MONTHAN  
TOWER  
**118.85 253.5**

GND CON  
**121.8 275.8**

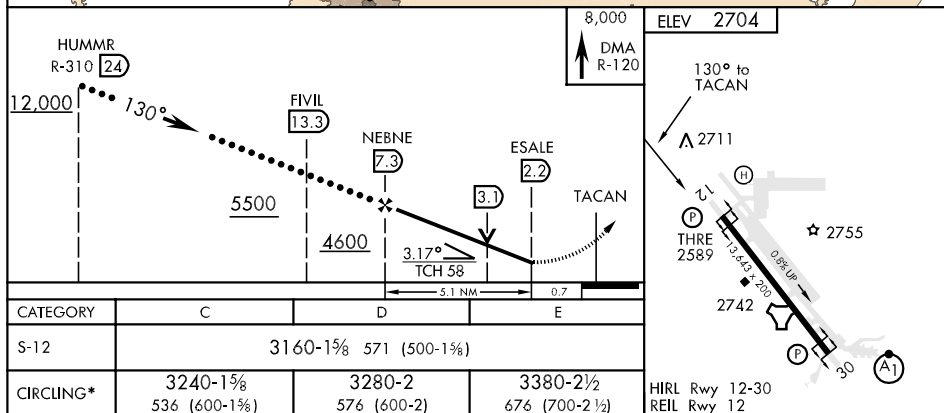
CLNC DEL  
**121.8 275.8**

PAR



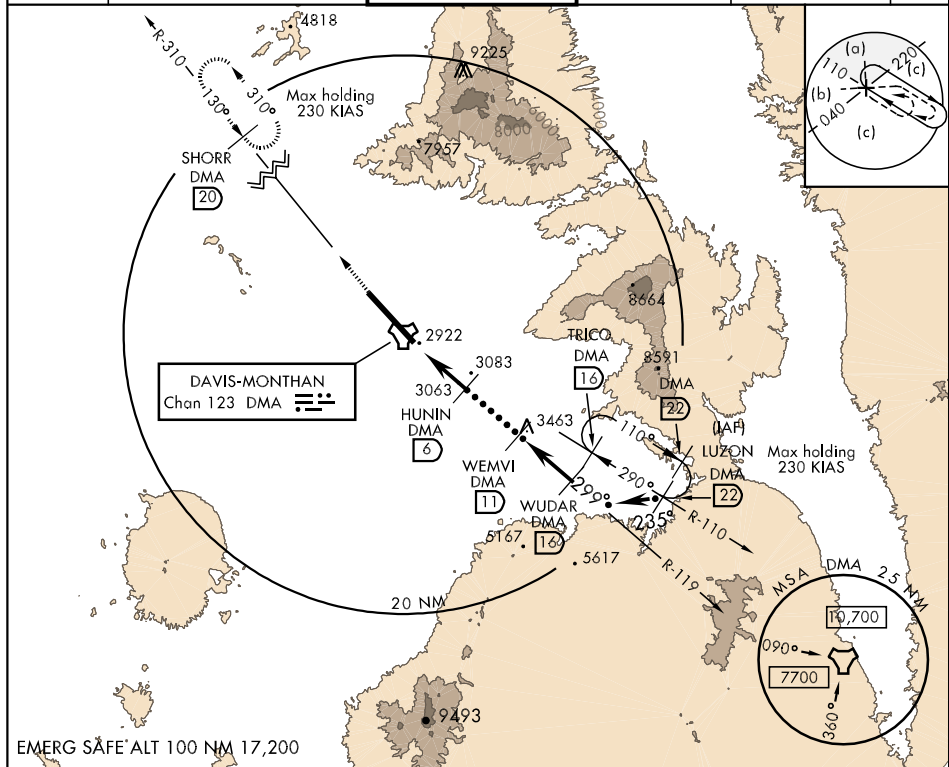
RADAR REQUIRED

EMERG SAFE ALT 100 NM 17,200



HI-TACAN RWY 30

TACAN DMA Chan <b>123</b>		APCH CRS <b>299°</b>		Rwy Idg <b>13,643</b> THRE <b>2704</b> Arprt Elev <b>2704</b>		JAL-429 [USAF]		DAVIS-MONTHAN AFB (KDMA)		
<div><div></div><div>* When ALS inop, increase vis to 1¾ miles. ** Circling not authorized S of Rwy 12-30.</div></div>						<div><div>ALSF-1</div><div><div>A1</div><div></div></div></div>		MISSED APPROACH: Climb to 6600 out DMA R-310 to 20 DME and hold.		
ATIS★ <b>270.1</b>		TUCSON APP CON 066°-274° <b>119.4 318.1</b> 275°-065° <b>125.1 269.55</b>		DAVIS-MONTHAN TOWER <b>118.85 253.5</b>		GND CON <b>121.8 275.8</b>		CLNC DEL <b>121.8 275.8</b>		PAR



CATEGORY	C	D	E
S-30 *	3340-1½	636 (700-1½)	
CIRCLING**	3340-1¾ 636 (700-1¾)	3340-2 636 (700-2)	3380-2½ 676 (700-2½)

DAVIS-MONTHAN AFB (KDMA)

HI-TACAN RWY 30



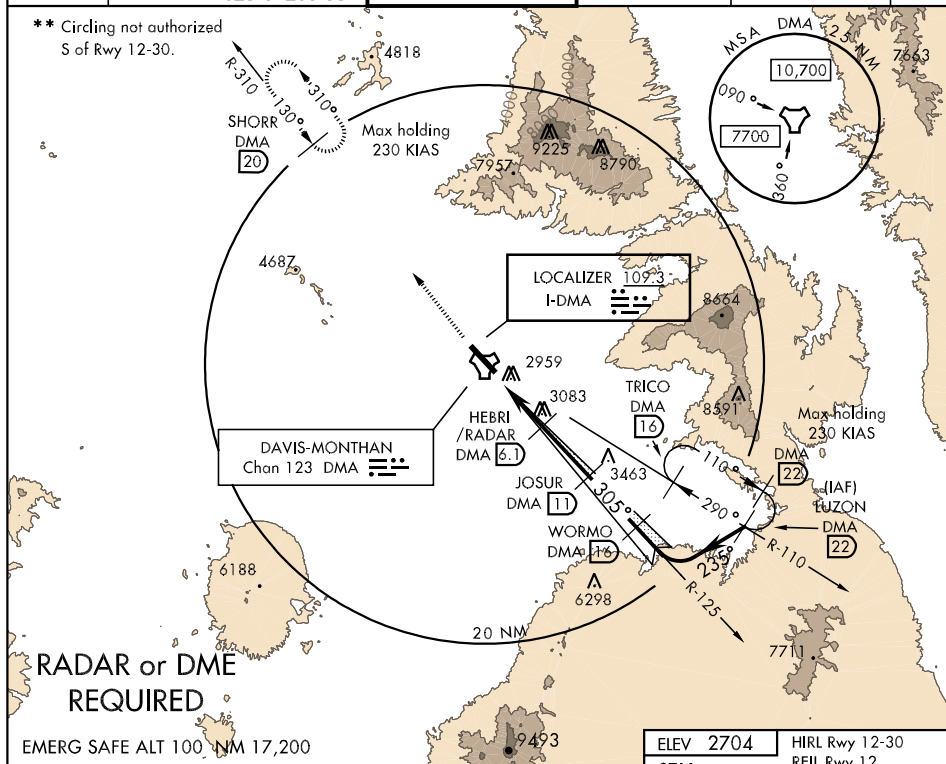
LOC I-DMA <b>109.3</b>	APCH CRS <b>305°</b>	Rwy Idg THRE <b>13,643</b> Arpt Elev <b>2704</b>
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AL-429 [USAF]

DAVIS-MONTHAN AFB (KDMA)

<b>V</b> * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.			ALSF-1 	MISSED APPROACH: Climb to 6600 out DMA R-310 to 20 DME and hold.		
ATIS★ <b>270.1</b>	TUCSON APP CON 066°-274° <b>119.4 318.1</b> 275°-065° <b>125.1 269.55</b>	DAVIS-MONTHAN TOWER <b>118.85 253.5</b>	GND CON <b>121.8 275.8</b>	CLNC DEL <b>121.8 275.8</b>	PAR	

\*\* Circling not authorized  
S of Rwy 12-30.



6600

DMA

R-310

SHORR

DMA

20

HEBRI

6.1

/RADAR

JOSUR

11

Intcp LLZ

WORMO

16

LUZON

R-110

22

TACAN

2.6

WALRA

1.2

4490

305°

7300

235°

10,000

4500

GS 3.00°

TCH 59

4

4.9 NM

CATEGORY	A	B	C	D	E
S-ILS 30	2954/40 250 (300-¾)				
S-LOC 30*	3340/24	636 (700-½)	3340-1¾ 636 (700-1¾)		
CIRCLING**	3340-1	636 (700-1)	3340-1¾ 636 (700-1¾)	3340-2 636 (700-2)	3380-2½ 676 (700-2½)

ELEV 2704	HIRL Rwy 12-30 REIL Rwy 12				
2711					
A	<p>Diagram details: A top-down view of a runway approach. A thick black line represents the runway axis, sloping from the top-left towards the bottom-right. At the top-left end, a circle with 'P' and a '2' is shown. Along the axis, a distance of '0.85 DOWN' is marked. Further down, a diamond symbol is labeled '2742'. To the right of the axis, a star symbol is labeled '2755'. Below the axis, a triangle symbol is labeled '2729'. At the bottom-right end, a circle with 'P' and a '30' is shown. Near the bottom-right end, a triangle symbol is labeled '2856'. A label 'THRE 2704' is positioned near the bottom-right end. A label 'A1' is in a circle near the bottom-right end. A label '305° 5.3 NM from FAF' with an arrow points towards the bottom-right end. A label 'FAF to MAP 4.9 NM' is at the bottom of the diagram area.</p>				
FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

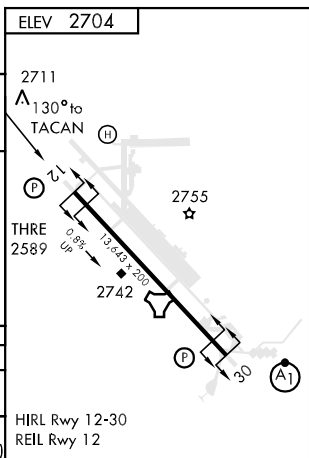
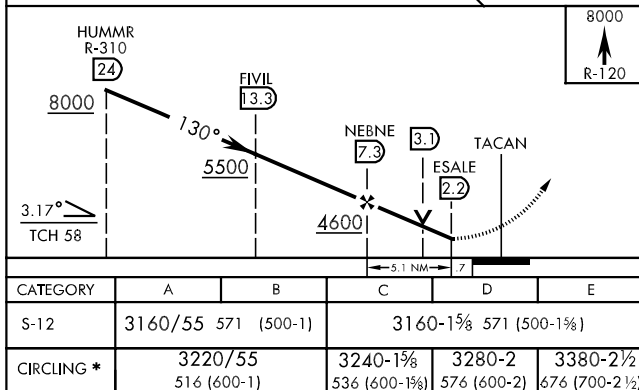
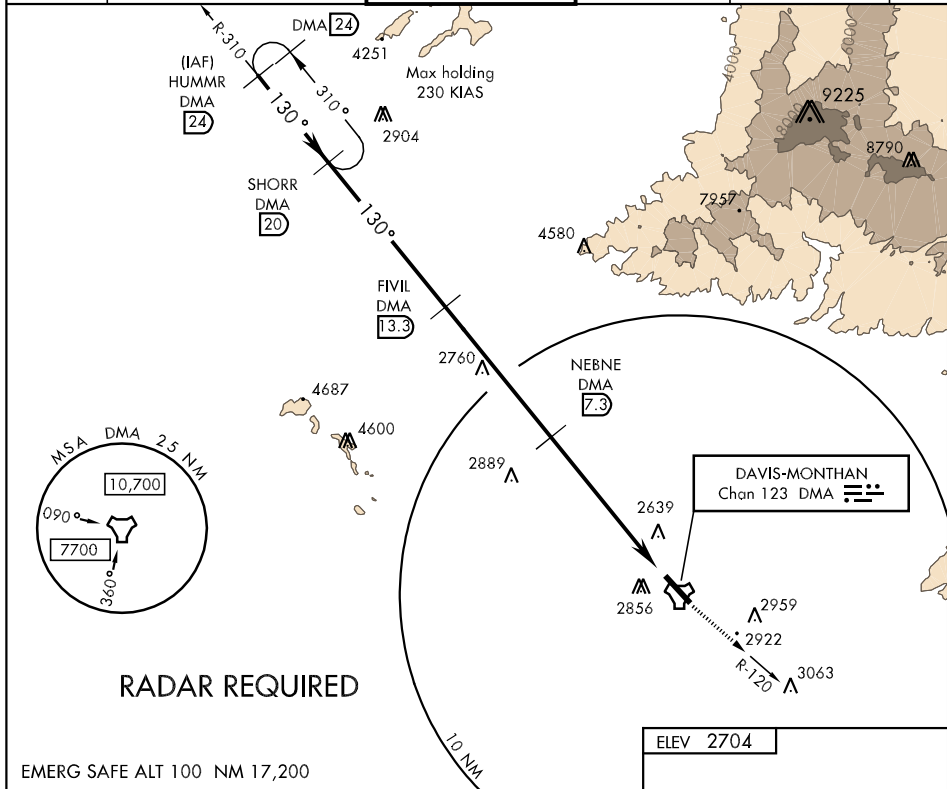
TACAN DMA Chan 123	APCH CRS 130°	Rwy Idg THRE 13,643 Arpt Elev 2589 2704
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AL-429 [USAF]

DAVIS-MONTHAN AFB (KDMA)

<p>▼</p> <p>* Circling not authorized S of Rwy 12-30.</p>	MISSED APPROACH: Track outbound on DMA R-120 to 8000 MSL expect RADAR vectors.
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ATIS★ 270.1	TUCSON APP CON 090°-285° 125.1 269.55 286°-089° 119.4 318.1	DAVIS-MONTHAN TOWER 118.85 253.5	GND CON 121.8 275.8	CLNC DEL 121.8 275.8	PAR
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TACAN DMA	APCH CRS	Rwy Idg	13,643
Chan 123	299°	THRE	2704
		Arpt Elev	2704

AL-429 [USAF]

DAVIS-MONTHAN AFB (KDMA)

**T** \* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles  
 \*\* Circling not authorized S of Rwy 12-30.

ALSF-1

**MISSED APPROACH:** Climb to 6600 out DMA R-310 to 20 DME and hold.

ATIS★  
270.1

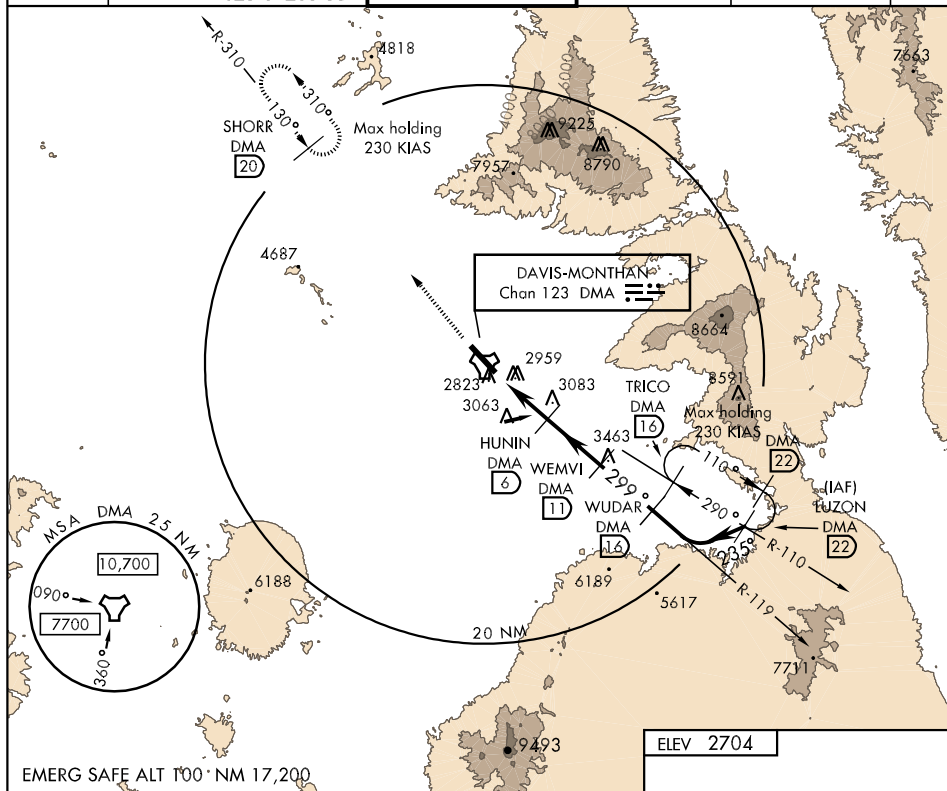
TUCSON APP CON		
066°-274°	119.4	318.1
275°-065°	125.1	269.55

DAVIS-MONTHAN TOWER  
118.85 253.5

GND CON  
121.8 275.8

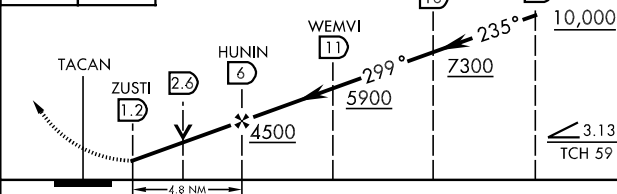
CLNC DEL  
**121.8 275.8**

PAR



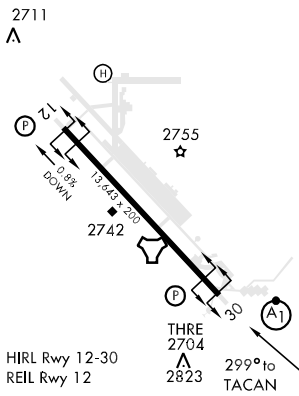
EMERG SAFE ALT TOO NM 17,200

6600  
DMA  
R-310

SHORR  
DMA  
20

CATEGORY	A	B	C	D	E
S-30 *	3340/24 636 (700-½)		3340-1⅓ 636 (700-1⅓)		
CIRCLING **	3340-1 636 (700-1)		3340-1⅓ 636(700-1⅓)	3340-2 636 (700-2)	3380-2 ½ 676 (700-2½)

ELEV 2704



TUCSON, ARIZONA

32°10'N-110°53'W

DAVIS-MONTHAN AFB (KDMA)

Amdt 1 10238

TACAN RWY 30

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4. 21 OCT 2010 to 18 NOV 2010

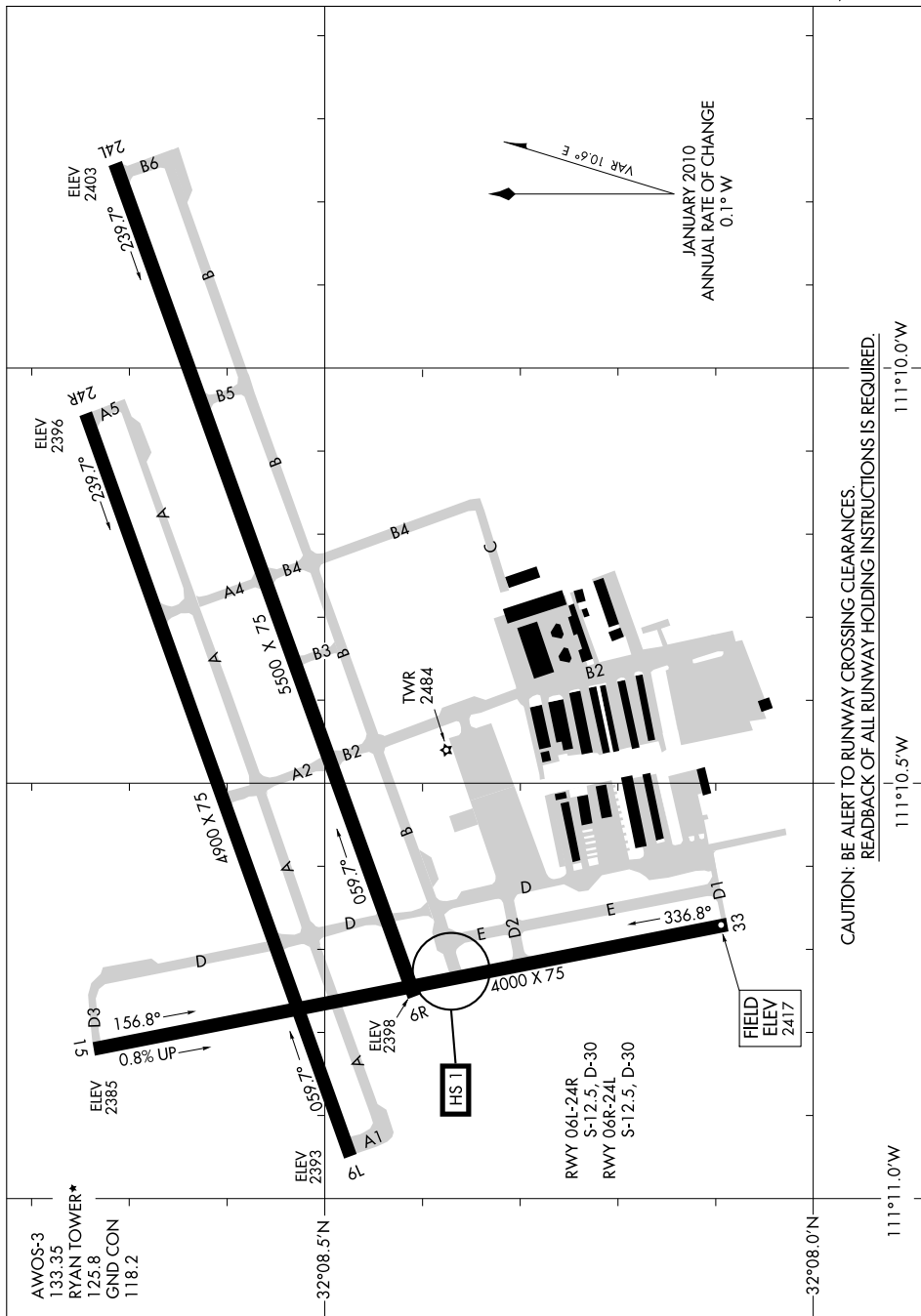
# AIRPORT DIAGRAM

AL-6513 (FAA)

TUCSON/RYAN FIELD (RYN)

TUCSON, ARIZONA

SW-4, 21 OCT 2010 to 18 NOV 2010



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SW-4, 21 OCT 2010 to 18 NOV 2010

# AIRPORT DIAGRAM

TUCSON, ARIZONA

TUCSON/RYAN FIELD (RYN)

## TUCSON

MARANA RGNL (AVQ) 15 NW UTC-7 N32°24.57' W111°13.10'

2031 B S3 FUEL 100LL, JET A OX 3 NOTAM FILE PRC

RWY 12-30: H6901X100 (ASPH) S-75, D-100, 2S-160, 2D-300 MIRL 0.3% up SE.

RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 44'.

RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Road. Rgt tfc.

RWY 03-21: H3892X75 (ASPH) S-75, D-100, 2S-135, 2D-150 MIRL

RWY 03: PAPI(P2L)—GA 3.0° TCH 53'. Thld dspcd 494'. Rgt tfc.

RWY 21: PAPI(P2L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended 1400-0030Z. Fuel avbl after hrs call 520-730-4318. Parachute Jumping. Aerobic activities 3 miles SE and 6 miles SW of arpt, surface -5000' MSL dalgt hrs indefinitely. Extensive parachute training high and low levels all hours NW quadrant of arpt. Helicopters are not authorized to land at the self fuel island. All helicopters must land at the helipad at the SE side of the field. Rwy 12 calm wind rwy. ACTIVATE MIRL Rwy 03-21 and Rwy 12-30, REIL Rwy 12 and Rwy 30—CTAF. PAPI Rwy 03, Rwy 21, Rwy 12 and Rwy 30 opr continuously. Note: See Special Notices—Glider Operations Northwest of Tucson, Arizona.

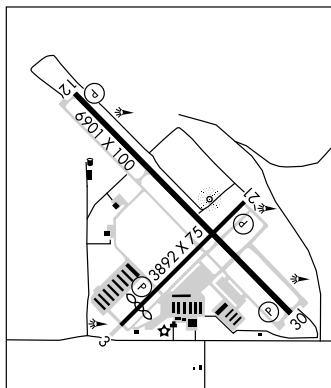
**WEATHER DATA SOURCES:** AWOS-3 118.375 (520) 682-4104.**COMMUNICATIONS:** CTAF/UNICOM 123.0

① TUCSON APP/DEP CON 119.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUS.

TUCSON (H) VORTACW 116.0 TUS Chan 107 N32°05.71' W110°54.89' 309° 24.3 NM to fld. 2672/12E. HIWAS.

NDB (HW) 245 AVQ N32°24.71' W111°12.94' at fld. NOTAM FILE PRC.



RYAN FLD (RYN) 10 SW UTC-7 N32°08.53' W111°10.48'

2417 B S4 FUEL 100LL, JET A TPA-3217(800) NOTAM FILE PRC

RWY 06R-24L: H5500X75 (ASPH) S-12.5, D-30 MIRL

RWY 06R: REIL. RWY 24L: VASI(V4L)—GA 3.0° TCH 26'.

RWY 06L-24R: H4900X75 (ASPH) S-12.5, D-30

RWY 06L: Tree.

RWY 15-33: H4000X75 (ASPH) 0.8% up S

RWY 15: Tree.

**AIRPORT REMARKS:** Attended 1430-2230Z. Self svc fuel avbl 24 hrs. Rwy 06L-24R CLOSED between SS-SR. Rwy 15-33 CLOSED between SS-SR. Frequent practice of ILS approaches to Rwy 06R. Rwy 06R and Rwy 06L preferential rwy up to 10 knot tailwind. Afternoon winds usually favor Rwy 24L and Rwy 24R. Use landing lights in pattern. When twr clsd ACTIVATE MIRL Rwy 06R-24L—CTAF. VASI Rwy 24L opr continuously. REIL Rwy 06R opr dalgt hrs only. Note: See Special Notices—Glider Operations Northwest of Tucson, Arizona.

**WEATHER DATA SOURCES:** AWOS-3 133.35 (520) 578-0269. HIWAS 116.0 TUS.**COMMUNICATIONS:** CTAF 125.8

① TUCSON APP/DEP CON 128.5

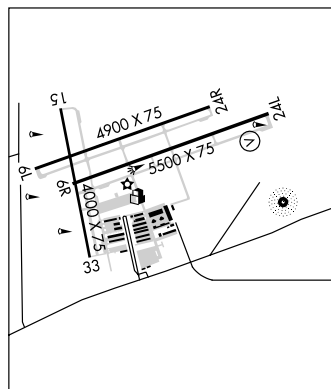
TOWER 125.8 (1300-0300Z) GND CON 118.2

**AIRSPACE:** CLASS D svc 1300-0300Z other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUS.

TUCSON (H) VORTACW 116.0 TUS Chan 107 N32°05.71' W110°54.89' 270° 13.5 NM to fld. 2672/12E. HIWAS.

NDB (HW) 338 RYN N32°08.30' W111°09.69' at fld. NOTAM FILE PRC. Unmonitored. NDB unusable 025°-050° byd 25 NM blo 14,500'.

ILS 111.1 I-IVI Rwy 06R.



PHOENIX

H-4J, L-5C

IAP, AD

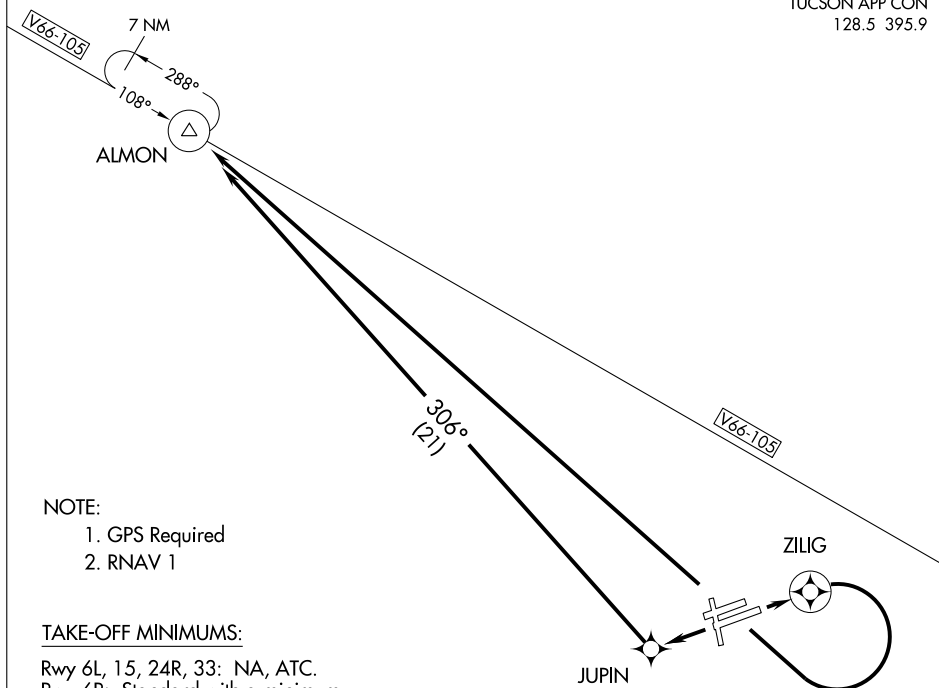
(ALMON1.ALMON) 10210

SL-6513 (FAA)

# ALMON ONE DEPARTURE (RNAV) (OBSTACLE)

TUCSON / RYAN FIELD (RYN)  
TUCSON, ARIZONA

GND CON  
118.2  
RYAN TOWER ★  
125.8  
TUCSON APP CON  
128.5 395.9



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6R: Climb direct ZILIG then via depicted route to ALMON.  
Maintain 8000 or assigned altitude.

TAKE-OFF RUNWAY 24L: Climb direct JUPIN then via depicted route to ALMON.  
Maintain 8000 or assigned altitude.

ALMON ONE DEPARTURE (RNAV) (OBSTACLE)

(ALMON1.ALMON) 10210

TUCSON, ARIZONA  
TUCSON / RYAN FIELD (RYN)

## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
LAS VEGAS, NV		
McCARRAN INTL (LAS)	HS 1	Rwy 01R-19L, Twy S and the ramp.
	HS 2	Rwy 01R-19L and Rwy 01L-19R, Twy U.
	HS 3	Rwy 01R-19L and Rwy 01L-19R, Twy Y.
	HS 4	Rwy 07L and Rwy 01L, co-located rwy holding position markings.
	HS 5	Twy E.
LAS VEGAS, NV		
NORTH LAS VEGAS (VGT)	HS 1	Rwy 07, Twy G and Twy F.
	HS 2	Rwy 12R, Twy G.
	HS 3	Rwy 12R, Twy A and Twy B.
	HS 4	Rwy 12L, Twy A.
MESA, AZ		
FALCON FIELD (FFZ)	HS 1	Rwy 04R-22L, Twy B and Twy D
MINDEN, NV		
MINDEN-TAHOE (MEV)	HS 1	Complex int.
	HS 2	Frequent crossings for sailplane operations.
PHOENIX, AZ		
PHOENIX-MESA GATEWAY (IWA)	HS 1	Twy V, Twy B, and Twy K complex int.
PHOENIX, AZ		
PHOENIX SKY HARBOR INTL (PHX)	HS 1	Pilots sometimes mistake Twy F for Rwy 07L or Rwy 07R.
	HS 2	Pilots sometimes cross Rwy 07L-25R at Twy F8, Twy F9, or Twy F10, without authorization.
PROVO, UT		
PROVO MUNI (PVU)	HS 1	Twy A and Twy A3 close proximity to ramp and rws.
RENO, NV		
RENO/TAHOE INTL (RNO)	HS 1	Rwy 07-25, Twy A and Twy B.
	HS 2	Twy C and the ramp.
	HS 3	Rwy 16L, Twy C and Twy D.
SALT LAKE CITY, UT		
SALT LAKE CITY INTL (SLC)	HS 1	Hold line on apch end of Rwy 32 protects Rwy 35.
	HS 2	Confusing int. Twy K2 ramp in close proximity to Rwy 17-35.
	HS 3	Area not visible from control twr.
TUCSON, AZ		
RYAN FIELD (RYN)	HS 1	Rwy 33 and Rwy 06R, Twy B.
TUCSON, AZ		
TUCSON INTL (TUS)	HS 1	Twy A, Twy D and Twy A3, complex int.
	HS 2	Rwy 11L and Rwy 11R apch areas.
	HS 3	Rwy 29R and Rwy 29L.
	HS 4	Twy A5 and Twy A6 in close proximity of Rwy 11L-29R.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-VI <b>111.1</b>	APP CRS <b>058°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>2402</b> <b>2417</b>
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# ILS or LOC RWY 6R

TUCSON/RYAN FIELD (RYN)



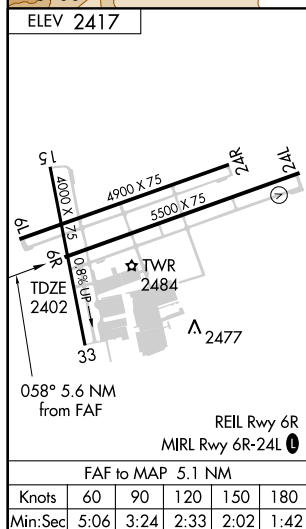
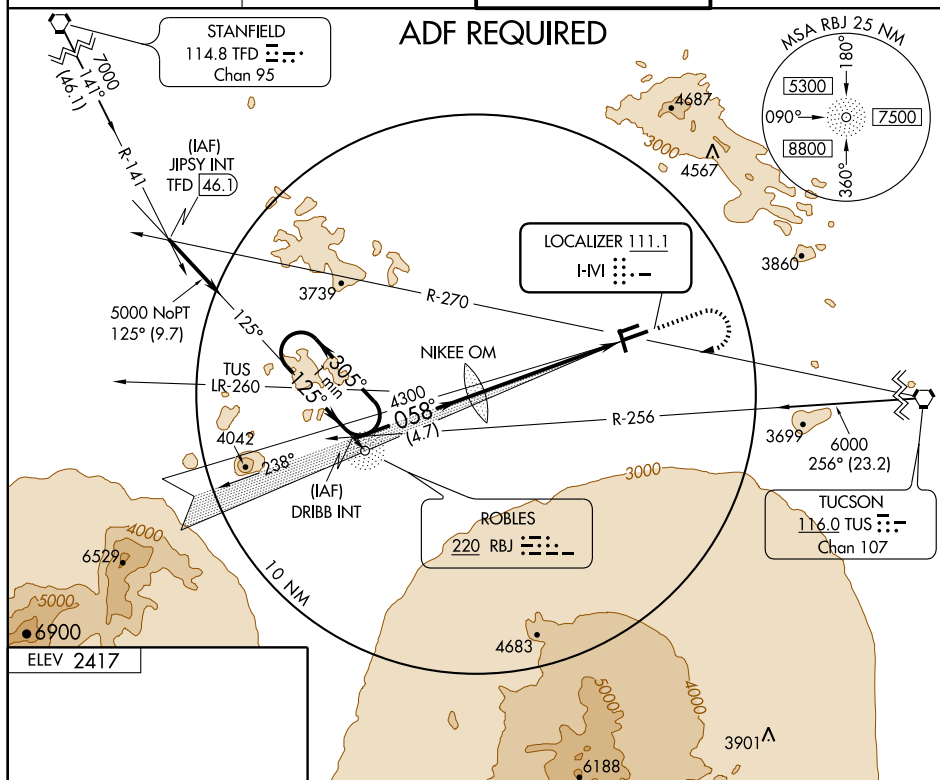
MISSED APPROACH: Climb to 3000, then climbing right turn to 5000 via direct RBJ NDB and 305° bearing RBJ to DRIBB Int and hold.

AWOS-3  
**133.35**

TUCSON APP CON  
**128.5 395.9**

RYAN TOWER ★  
**125.8 (CTAF) 0**

GND CON  
**118.2**



One Minute Holding Pattern	<div> <div>3000</div> <div>5000</div> <div>RBJ</div> <div>RBJ 305°</div> <div>DRIBB INT</div> </div>			
	<div> <div>5000</div> <div>305°</div> <div>125°</div> <div>058°</div> <div>4262</div> <div>4300</div> <div>058°</div> <div>4.7 NM</div> <div>5.6 NM</div> </div>			
CATEGORY	A	B	C	D
S-ILS 6R	2652-1 250 (300-1)			
S-LOC 6R	2900-1 498 (500-1)	2900-1½ 498 (500-1½)	2900-1½ 498 (500-1½)	2900-2 563 (600-2)
CIRCLING	2900-1 483 (500-1)	2900-1½ 483 (500-1½)	2900-2 563 (600-2)	563 (600-2)

TUCSON, ARIZONA

Amdt 5C 09351

32°09'N-111°10'W

TUCSON/RYAN FIELD (RYN)

ILS or LOC RWY 6R



NDB RYN <b>338</b>	APP CRS <b>074°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>2400</b> <b>2415</b>
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# NDB/DME or GPS RWY 6R

TUCSON/ RYAN FIELD (RYN)

**NA** DME from TUS VORTAC  
Simultaneous reception of RYN NDB and TUS DME required.

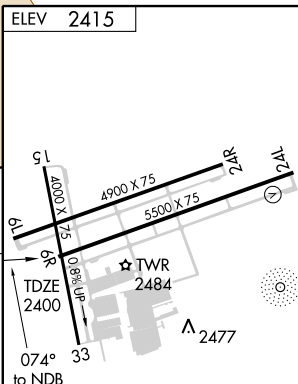
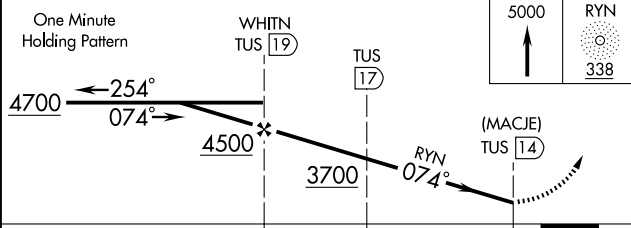
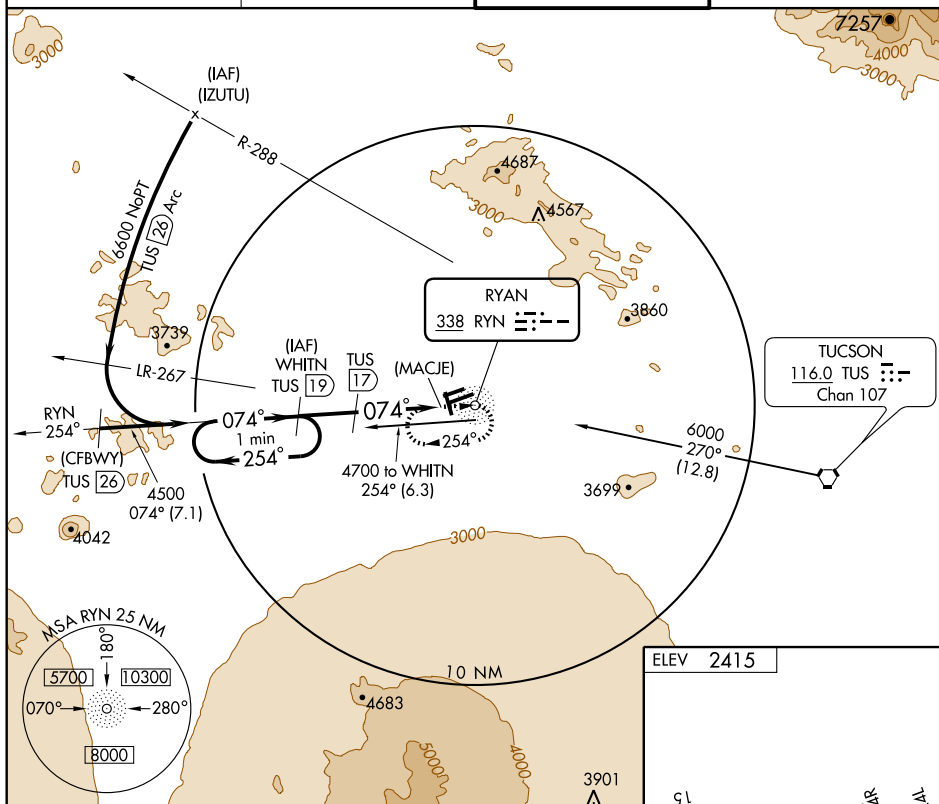
MISSED APPROACH: Climb to 5000 direct RYN NDB and hold.

AWOS-3  
**133.35**

TUCSON APP CON  
**128.5 395.9**

RYAN TOWER ★  
**125.8 (CTAF) 0**

GND CON  
**118.2**



CATEGORY	A	B	C	D
S-6R	3300-1 1/4 900 (900-1 1/4)	3300-2 3/4 900 (900-2 3/4)	3300-3 900 (900-3)	3300-3 900 (900-3)
CIRCLING	3300-1 1/4 885 (900-1 1/4)	3300-2 3/4 885 (900-2 3/4)	3300-3 885 (900-3)	3300-3 885 (900-3)

REIL Rwy 6R  
MIRL Rwy 6R-24L 0



**TUCSON INTL** (TUS) 6 S UTC-7 N32°06.97' W110°56.46'

2643 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks

AOE Class I, ARFF Index C NOTAM FILE TUS

**RWY 11L-29R:** H10996X150 (ASPH-GRVD) S-160, D-200,

2S-175, 2D-350, 2D/2D2-585 HIRL

**RWY 11L:** MALSR. PAPI(P4L)—GA 3.0° TCH 55'. 0.7% up.

**RWY 29R:** REIL. PAPI (P4L)—GA 3.0° TCH 76'. Ground. 0.5% down.

**RWY 11R-29L:** H8408X75 (ASPH) S-120, D-140, 2S-175, 2D-220

MIRL

**RWY 11R:** PAPI(P4L)—GA 3.0°. Thld dsplcd 1410'. Rgt tfc. 0.7% up.

**RWY 29L:** REIL. Pole. 0.6% down.

**RWY 03-21:** H7000X150 (ASPH-GRVD) S-105, D-137, 2S-174,

2D-230, 2D/2D2-500 MIRL

**RWY 03:** Thld dsplcd 841'. Railroad. Arresting device.

**RWY 21:** REIL. PAPI(P4L)—GA 3.0° TCH 55'. Rgt tfc. Arresting device.

#### RUNWAY DECLARED DISTANCE INFORMATION

**RWY 03:** TORA-7000 TODA-7000 ASDA-7000 LDA-6160

**RWY 21:** TORA-6000 TODA-7000 ASDA-6000 LDA-6000

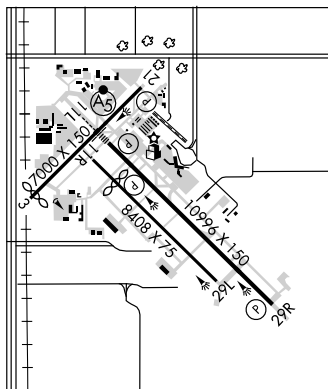
#### ARRESTING GEAR/SYSTEM

**RWY 03** ←E5 (403')

**RWY 11L** → BAK-12B (1220' OVRN)

BAK-14 BAK-12B(B) (1000')

BAK-14 BAK-12B(B) (1215') BAK-12B(B) (128' OVRN) **RWY 29R**



**AIRPORT REMARKS:** Attended continuously. Air carriers use Rwy 11L-29R. Rwy 11R-29L rstd to acft with wing span less than 73' and ldg speed less than 120 kt. Acft dep Rwy 11R required to attain at least 400' AGL prior to starting turn. No B-747 training except PPR; no flight training 0500-1300Z except PPR, call Flightline Office 520-573-8128. Rwy 11L-29R gross weight limit: DC-10-10 315,000 lbs, DC-10-30/40 400,000 lbs, L-1011-1 325,000 lbs, L-1011-100/200 340,000 lbs. Rwy 03-21 gross weight limit: DC-10-10 300,000 lbs DC-10-30/40 375,000 lbs, L-1011-01 310,000 lbs, L-1011-100/200 315,000 lbs. Helicopter ops located south of Rwy 11R-29L and west of Twy A13. TPA-3443 (800) small acft, 4043 (1400) large/heavy turbojet acft. B-747 acft taxi with inboard engines only. Rwy 11L touchdown runway visual range avbl. Twy T-general aviation twy 30,000 lbs. or less. Portions of Twy D not visible from twr due to hangars. REIL Rwy 29L and Rwy 29R daigt hrs only. Ldg fee. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Glider Operations Northwest of Tucson, Arizona, U.S. Special Customs Requirement.

**WEATHER DATA SOURCES:** ASOS (520) 889-7236. HIWAS 116.0 TUS. LLWAS.

**COMMUNICATIONS:** ATIS 123.8 (520) 741-1177 UNICOM 122.95

**TUCSON RCO 122.2** (PRESCOTT RADIO)

**MOUNT LEMMON RCO 122.4** (PRESCOTT RADIO)

Ⓡ **APP/DEP CON** 125.1 (Rwy 11 090°-285°) (Rwy 29 275°-065°) 119.4 (Rwy 11 286°-089°) (Rwy 29 066°-274°)

**TOWER** 118.3 119.0 **GND CON** 124.4 **CLNC DEL** 126.65

**AIRSPACE:** CLASS C svc ctc **APP CON**

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUS.

(H) **VORTACW** 116.0 TUS Chan 107 N32°05.71' W110°54.89' 301° 1.8 NM to fld. 2672/12E. **HIWAS.**

VORTAC unusable:

050°-080° beyond 30 NM below 13,000'

350°-020° beyond 30 NM below 13,000'

DME unusable:

155°-165° byd 35 NM blo 13,000'.

**ILS/DME** 111.7 I-TUS Chan 54 Rwy 11L. LOC back course unusable byd 15 NM blo 7,200'. Back course unusable byd 10° right of course.

## BURRO TWO DEPARTURE (RNAV)

SL-430 (FAA)

TUCSON INTL (TUS)

TUCSON, ARIZONA

NOTE: Chart not to scale.

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4. 21 OCT 2010 to 18 NOV 2010

## TAKE-OFF MINIMUMS

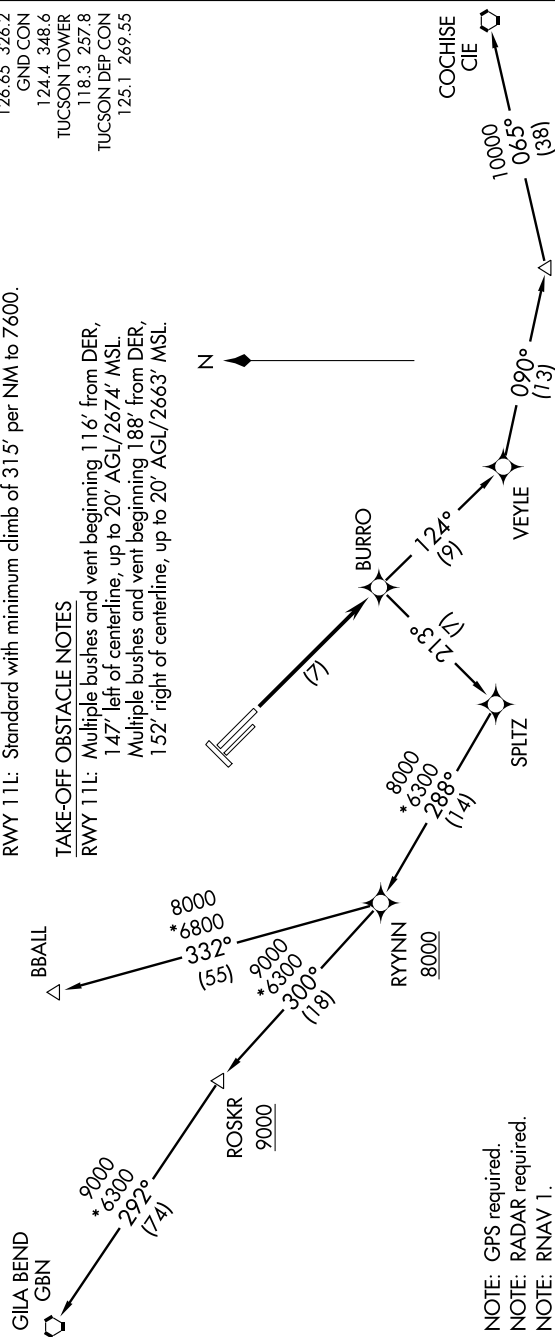
RWYS 11R, 21, 29L, 29R, 3: NA-(ATC).

RWY 11L: Standard with minimum climb of 315' per NM to 7600.

## TAKE-OFF OBSTACLE NOTES

RWY 11L: Multiple bushes and vent beginning 116' from DER, 147' left of centerline, up to 20' AGL/2674' MSL. Multiple bushes and vent beginning 188' from DER, 152' right of centerline, up to 20' AGL/2663' MSL.

ATIS	123.8	279.65
CLNC DEL	126.65	326.2
GND CON	124.4	348.6
TUCSON TOWER	118.3	257.8
TUCSON DEP CON	125.1	269.55



NOTE: GPS required.  
NOTE: RADAR required.  
NOTE: RNAV 1.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11L: Climb direct BURRO, thence....

.....via (transition) climb and maintain 17000. Expect filed altitude 10 minutes after departure.

BBALL TRANSITION (BURRO2.BBALL)

COCHISE TRANSITION (BURRO2.CIE)

## GILA BEND TRANSITION (BURRO2.GBN)


## BURRO TWO DEPARTURE (RNAV)


(BURRO2.BURRO) 09183


TUCSON, ARIZONA

TUCSON INTL (TUS)

TUCSON APP CON  
Rwy 11: 119.4 318.1  
Rwy 29: 125.1 269.55  
ATIS 123.8 279.65

PHOENIX  
115.6 PXR   
Chan 103  
N33°25.98'-W111°58.21'  
L-5, H-4

GILA BEND  
116.6 GBN   
Chan 113  
N32°57.38'-W112°40.46'  
I-5, H-4


STANFIELD  
114.8 TFD   
Chan 95  
N32°53.15'-W111°54.52'  
I-5, H-4

BASER  
N32°33.05'  
W111°37' 92'

DINGO  
N32°29.74'  
W111°32.66'

MAVVA  
N32°21.95'  
W111°20.35'

LOCALIZER 111.7  
I-TUS  
Chan 54

TUCSON  
116.0 TUS   
Chan 107

NOTE: DME required.

NOTE: Chart not to scale.

GILA BEND TRANSITION (GBN.DINGO5): From over GBN VORTAC via GBN R-100 to BASER INT, then via TUS R-295 to DINGO INT. Thence....

PHOENIX TRANSITION (PXR.DINGO5): From over PXR VORTAC via PXR R-163 to TFD VORTAC. Then via TFD R-133 to BASER INT. Then via TUS R-295 to DINGO INT. Thence....

STANFIELD TRANSITION (TFD.DINGO5): From over TFD VORTAC via TFD R-133 to BASER INT. Then via TUS R-295 to DINGO INT. Thence....

....From over DINGO INT via TUS R-295 to MAVVA INT. Thence, for Runway 11L via heading 075° to intercept I-TUS localizer or TUS VORTAC R-303, and expect approach clearance for Rwy 11L. For Runway 29R expect radar vectors to final approach course Runway 29R.

# DINGO FIVE ARRIVAL

(DINGO.DINGO5) 09183

TUCSON, ARIZONA  
TUCSON INTL

SW-4. 21 OCT 2010 to 18 NOV 2010

## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
LAS VEGAS, NV		
McCARRAN INTL (LAS)	HS 1	Rwy 01R-19L, Twy S and the ramp.
	HS 2	Rwy 01R-19L and Rwy 01L-19R, Twy U.
	HS 3	Rwy 01R-19L and Rwy 01L-19R, Twy Y.
	HS 4	Rwy 07L and Rwy 01L, co-located rwy holding position markings.
	HS 5	Twy E.
LAS VEGAS, NV		
NORTH LAS VEGAS (VGT)	HS 1	Rwy 07, Twy G and Twy F.
	HS 2	Rwy 12R, Twy G.
	HS 3	Rwy 12R, Twy A and Twy B.
	HS 4	Rwy 12L, Twy A.
MESA, AZ		
FALCON FIELD (FFZ)	HS 1	Rwy 04R-22L, Twy B and Twy D
MINDEN, NV		
MINDEN-TAHOE (MEV)	HS 1	Complex int.
	HS 2	Frequent crossings for sailplane operations.
PHOENIX, AZ		
PHOENIX-MESA GATEWAY (IWA)	HS 1	Twy V, Twy B, and Twy K complex int.
PHOENIX, AZ		
PHOENIX SKY HARBOR INTL (PHX)	HS 1	Pilots sometimes mistake Twy F for Rwy 07L or Rwy 07R.
	HS 2	Pilots sometimes cross Rwy 07L-25R at Twy F8, Twy F9, or Twy F10, without authorization.
PROVO, UT		
PROVO MUNI (PVU)	HS 1	Twy A and Twy A3 close proximity to ramp and rws.
RENO, NV		
RENO/TAHOE INTL (RNO)	HS 1	Rwy 07-25, Twy A and Twy B.
	HS 2	Twy C and the ramp.
	HS 3	Rwy 16L, Twy C and Twy D.
SALT LAKE CITY, UT		
SALT LAKE CITY INTL (SLC)	HS 1	Hold line on apch end of Rwy 32 protects Rwy 35.
	HS 2	Confusing int. Twy K2 ramp in close proximity to Rwy 17-35.
	HS 3	Area not visible from control twr.
TUCSON, AZ		
RYAN FIELD (RYN)	HS 1	Rwy 33 and Rwy 06R, Twy B.
TUCSON, AZ		
TUCSON INTL (TUS)	HS 1	Twy A, Twy D and Twy A3, complex int.
	HS 2	Rwy 11L and Rwy 11R apch areas.
	HS 3	Rwy 29R and Rwy 29L.
	HS 4	Twy A5 and Twy A6 in close proximity of Rwy 11L-29R.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

# ILS or LOC RWY 11L

## TUCSON INTL (TUS)

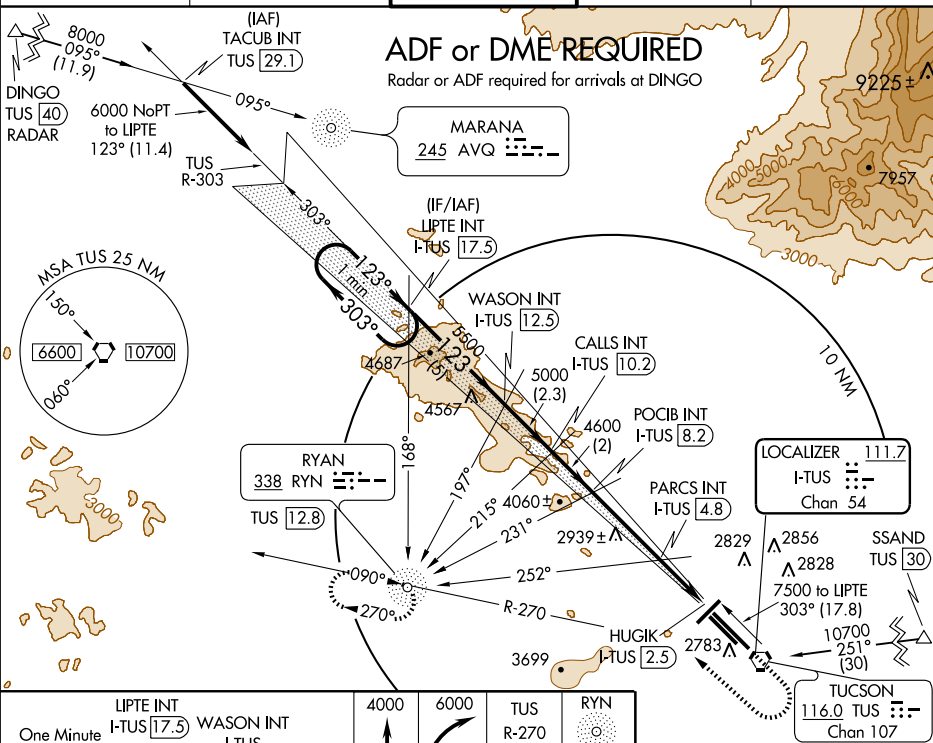
LOC/DME I-TUS <b>111.7</b> Chan <b>54</b>	APP CRS <b>123°</b>	Rwy Idg TDZE Apt Elev	<b>10996</b> <b>2599</b> <b>2643</b>
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For inoperative MALSR, increase S-ILS 11L Cat E visibility to RVR 5000, S-LOC 11L Cat D and Cat E visibility to RVR 5000. ADF or DME required.

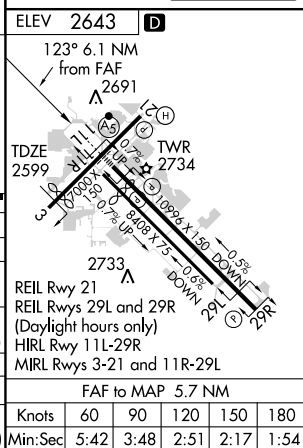
MALSR  
5

MISSED APPROACH: Climb to 4000 then climbing right turn to 6000 via heading 300° and TUS R-270 to RYN NDB/TUS 12.8 DME and hold.

ATIS <b>123.8 279.65</b>	TUCSON APP CON <b>119.4 318.1</b>	TUCSON TOWER <b>118.3 257.8</b>	GND CON <b>124.4 348.6</b>	CLNC DEL <b>126.65 326.2</b>
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CATEGORY	One Minute Holding Pattern				
	A	B	C	D	E
S-ILS 11L	2800/24 201 (200-½)				
S-LOC 11L	3480-1¼ 881 (900-1¼)	3480-2¾ 881 (900-2¾)	3480-3 881 (900-3)		
CIRCLING	3480-1¼ 837 (900-1¼)	3480-2¾ 837 (900-2¾)	3480-3 837 (900-3)	3740-3 1097 (1100-3)	
PARCS FIX MINIMUMS					
S-LOC 11L	2900/24 301 (300-½)	2900/40 301 (300-¾)			
CIRCLING	3100-1 457 (500-1)	3220-1 577 (600-1)	3220-1½ 577 (600-1½)	3220-2 577 (600-2)	3740-3 1097 (1100-3)



LOC/DME I-TUS <b>111.7</b> Chan <b>54</b>	APP CRS <b>303°</b>	Rwy Idg TDZE Apt Elev	<b>10996</b> <b>2643</b> <b>2643</b>
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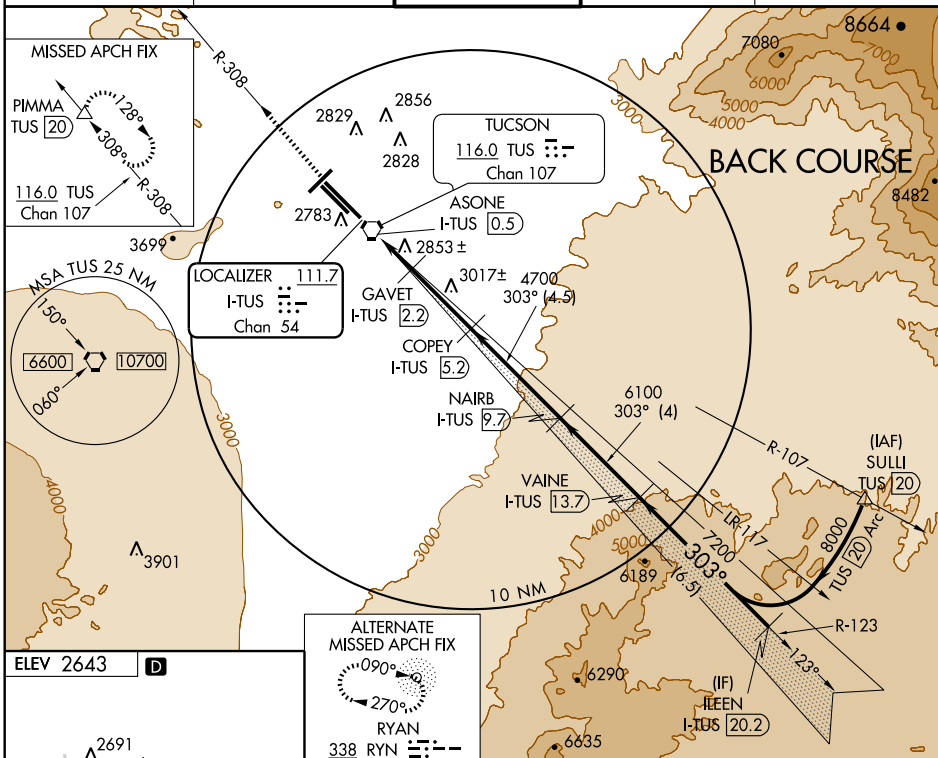
# LOC/DME BC RWY 29R

TUCSON INTL (TUS)

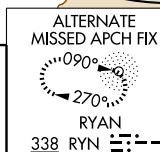
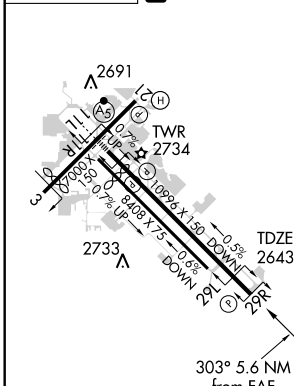
▼  
▲ Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 6800 via TUS VORTAC  
R-308 to PIMMA/TUS VORTAC 20 DME and hold.

ATIS <b>123.8 279.65</b>	TUCSON APP CON <b>119.4 318.1</b>	TUCSON TOWER <b>118.3 257.8</b>	GND CON <b>124.4 348.6</b>	CLNC DEL <b>126.65 326.2</b>
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ELEV 2643 **D**



<p>Use I-TUS DME when on the localizer course. VGSI and descent angles not coincident. Disregard glide slope indications.</p>		<p>8000 7200 6100 4700 3640</p>		<p>Procedure Turn NA</p>	
<p>303° 5.6 NM from FAF</p>		<p>303°</p>		<p>8000</p>	
<p>0.9 1.7 NM 3 NM 4.5 NM 4 NM 6.5 NM</p>		<p>303°</p>		<p>8000</p>	
CATEGORY	A	B	C	D	E
S-29R	3120-1	477 (500-1)	3120-1¼ 477 (500-1¼)	3120-1½ 477 (500-1½)	3120-1¾ 477 (500-1¾)
CIRCLING	3120-1 477 (500-1)	3220-1 577 (600-1)	3220-1½ 577 (600-1½)	3220-2 577 (600-2)	3740-3 1097 (1100-3)



APP CRS <b>030°</b>	Rwy Idg <b>6159</b>
	TDZE <b>2572</b>
	Apt Elev <b>2643</b>

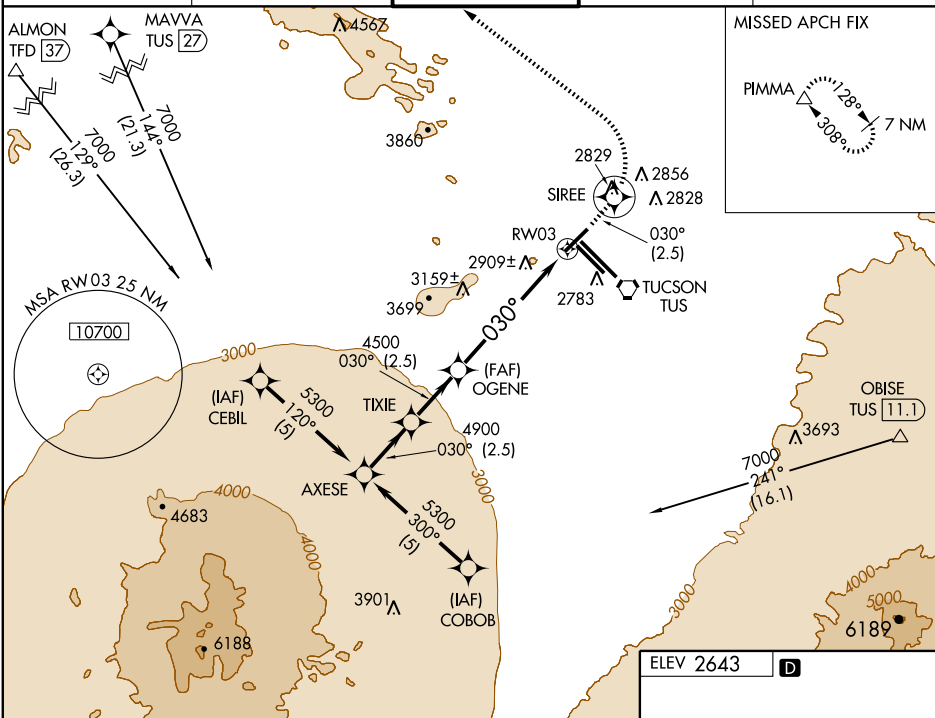
# RNAV (GPS) RWY 3

TUCSON INTL (TUS)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV  
NA below -20°C (-4°F) or above 43°C (111°F).  
▲ DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6500 via 030° course to  
SIREE, and climbing left turn direct PIMMA and hold.

ATIS <b>123.8 279.65</b>	TUCSON APP CON <b>119.4 318.1</b>	TUCSON TOWER <b>118.3 257.8</b>	GND CON <b>124.4 348.6</b>	CLNC DEL <b>126.65 326.2</b>
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	ELEV 2643 <b>D</b>			
AXESE	<div> <div>6500</div> <div>SIREE</div> <div>PIMMA</div> </div>			
Procedure Turn NA	<div> <div>5300</div> <div>030°</div> <div>4900</div> <div>4500</div> <div>OGENE</div> <div>TIXIE</div> <div>RW03</div> </div>			
GS 3.00° TCH 50	<div> <div>2.5 NM</div> <div>2.5 NM</div> <div>4.1 NM</div> <div>1.7</div> </div>			
CATEGORY	A B C D			
GLS PA DA	NA			
LNAV/VNAV DA	3176-2¼ 604 (600-2¼)			
LNAV MDA	3160-1 588 (600-1)	3160-1½ 588 (600-1½)	3160-2 588 (600-2)	
CIRCLING	3160-1 517 (600-1)	3220-1 577 (600-1)	3220-1½ 577 (600-1½)	3220-2 577 (600-2)
REIL Rwy 21 REIL Rwy 29L and 29R (Daylight hours only) HIRL Rwy 11L-29R MRL Rwy 3-21 and 11R-29L				

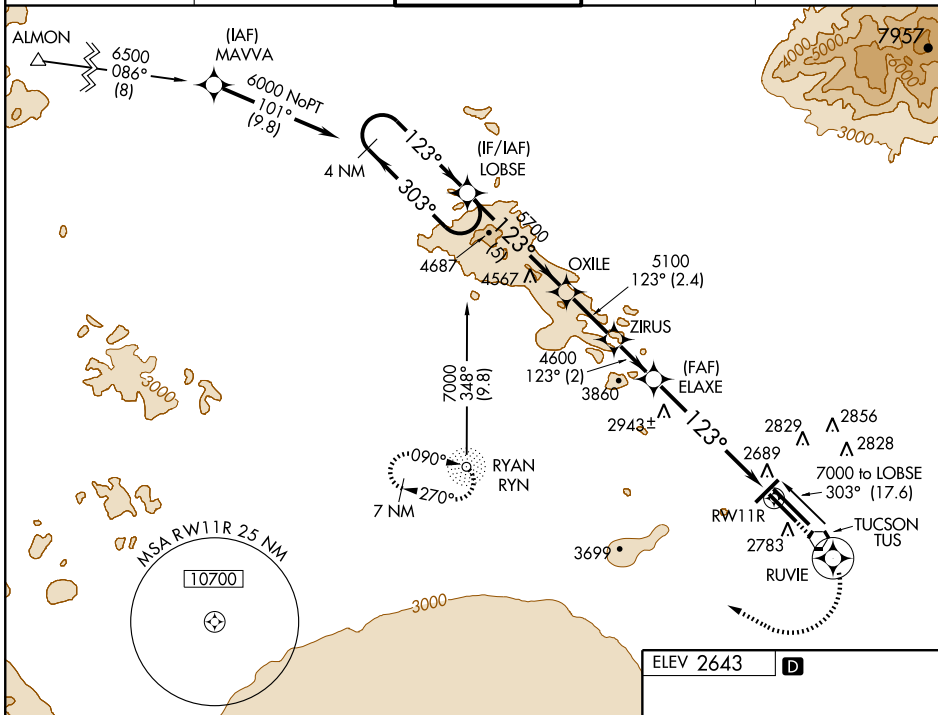
APP CRS <b>123°</b>	Rwy Idg <b>6998</b>
	TDZE <b>2605</b>
	Apt Elev <b>2643</b>

## RNAV (GPS) RWY 11R

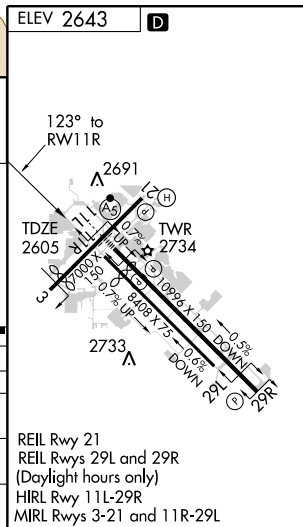
TUCSON INTL (TUS)

▼ ▲ NA	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (111°F). DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 6000 via 123° course to RUVIE WP then climbing right turn direct RYN NDB and hold.
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ATIS <b>123.8 279.65</b>	TUCSON APP CON <b>119.4 318.1</b>	TUCSON TOWER <b>118.3 257.8</b>	GND CON <b>124.4 348.6</b>	CLNC DEL <b>126.65 326.2</b>
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4 NM Holding Pattern	LOBSE	OXILE	ZIRUS	ELAXE	RWY 11R
6000	303°	123°	5700	5100	4600
GS 3.00° TCH 55	5 NM	2.4 NM	2 NM	6 NM	
CATEGORY	A	B	C	D	
GLS DA	NA				
LNAV/VNAV DA	2965-1¼ 360 (400-1¼)				
LNAV MDA	3200-1	595 (600-1)	3200-1½	3200-1¾	
	557 (600-1)	577 (600-1)	595 (600-1½)	595 (600-1¾)	
CIRCLING	3200-1	3220-1	3220-1½	3220-2	
	557 (600-1)	577 (600-1)	577 (600-1½)	577 (600-2)	



TUCSON, ARIZONA

Orig-B 09183

32°07'N - 110°56'W

TUCSON INTL (TUS)

RNAV (GPS) RWY 11R

APP CRS <b>213°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>2573</b> <b>2643</b>
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# RNAV (GPS) RWY 21

TUCSON INTL (TUS)



For uncompensated Baro-VNAV systems, LNAV/VNAV  
NA below -20°C (-4°F) or above 43°C (111°F).  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 via 213° course to  
WADSO WP, then via 203° course to LIKLE WP, then  
climbing right turn direct RYN NDB and hold.

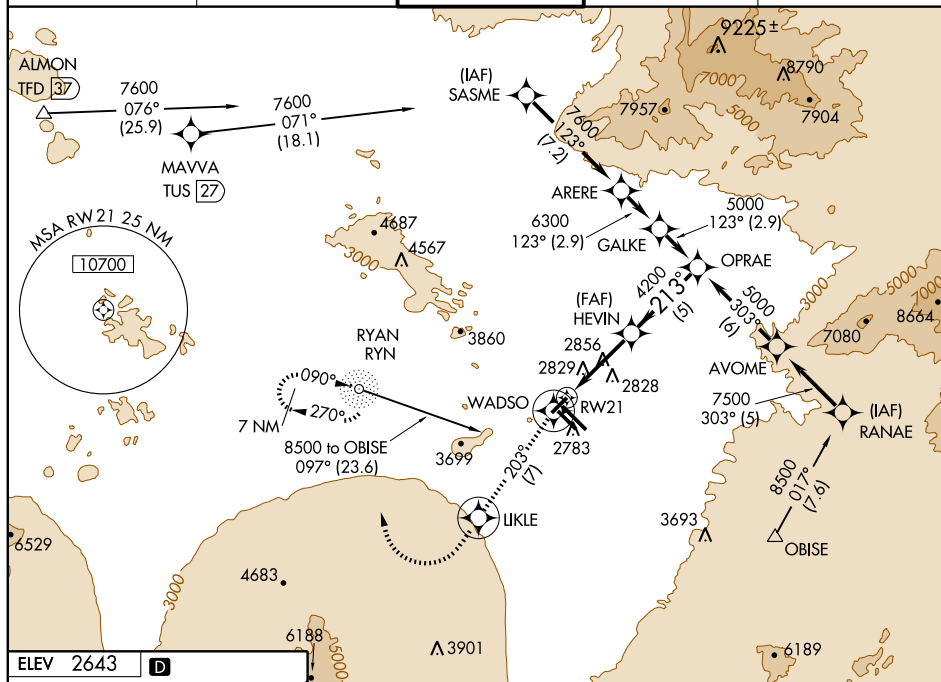
ATIS  
**123.8 279.65**

TUCSON APP CON  
**119.4 318.1**

TUCSON TOWER  
**118.3 257.8**

GND CON  
**124.4 348.6**

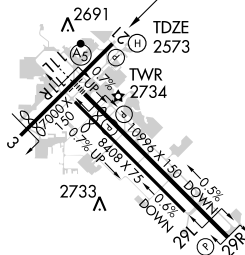
CLNC DEL  
**126.65 326.2**



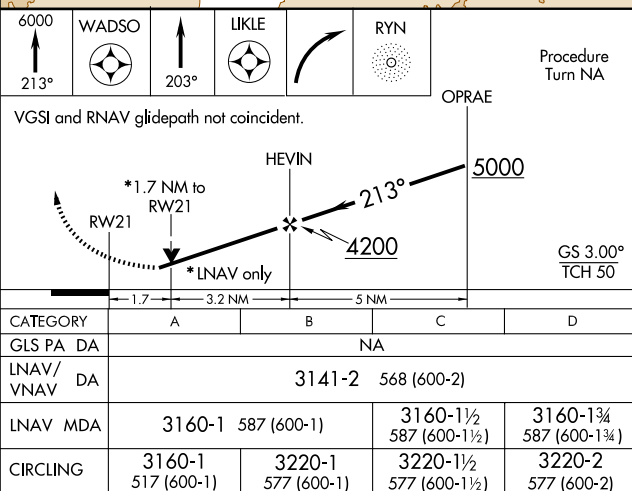
ELEV 2643



213° to  
RWY21



REIL Rwy 21  
REIL Rwy 29L and 29R  
(Daylight hours only)  
HIRL Rwy 11L-29R  
MIRL Rwy 3-21 and 11R-29L





WAAS CH <b>82701</b> <b>W11A</b>	APP CRS <b>123°</b>	Rwy Idg TDZE Apt Elev	<b>10996</b> <b>2599</b> <b>2643</b>
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## RNAV (GPS) Z RWY 11L

TUCSON INTL (TUS)

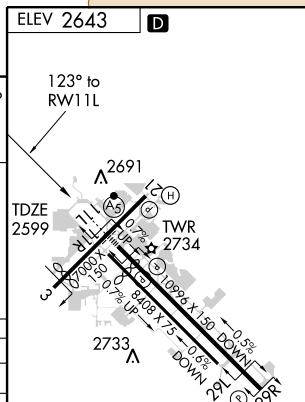
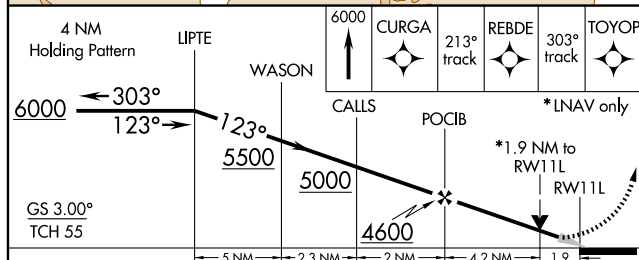
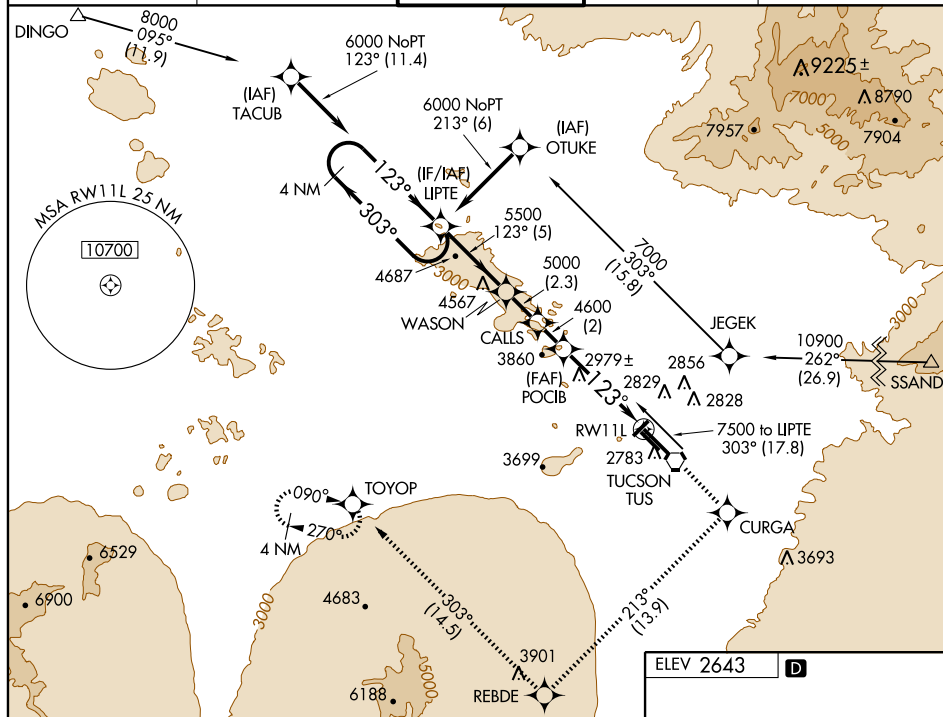
- ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (111°F). DME/DME RNP-0.3 NA.  
 ▲ For inoperative MALS, increase LPV visibility to RVR 5000 all Cats, LNAV/VNAV visibility Cat E to RVR 6000, LNAV visibility Cat E to 2 1/4.

MALS



MISSED APPROACH: Climb to 6000 (CAT E 8000) via direct CURGA and via 213° track to REBDE and via 303° track to TOYOP and hold.

ATIS	TUCSON APP CON	TUCSON TOWER	GND CON	CLNC DEL
<b>123.8 279.65</b>	<b>119.4 318.1</b>	<b>118.3 257.8</b>	<b>124.4 348.6</b>	<b>126.65 326.2</b>



CATEGORY	A	B	C	D	E
LPV DA	2849/24	250 (300-1/2)			
LNAV/VNAV DA	2956/40	357 (400-3/4)			
LNAV MDA	3240/24 641 (600-1/2)	3240/60 641 (600-1/4)	3240-1 1/2 641 (600-1/2)	3240-1 3/4 641 (600-1/4)	
CIRCLING	3240-1 597 (600-1)	3240-1 1/2 597 (600-1/2)	3240-2 597 (600-2)	3740-3 1097 (1100-3)	

REIL Rwy 21  
 REIL Rwy 29L and 29R  
 (Daylight hours only)  
 HIRL Rwy 11L-29R  
 MIRL Rwy 3-21 and 11R-29L

WAAS CH <b>86899</b> <b>W29A</b>	APP CRS <b>303°</b>	Rwy Idg <b>10996</b> TDZE <b>2643</b> Apt Elev <b>2643</b>
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# RNAV (GPS) Z RWY 29R

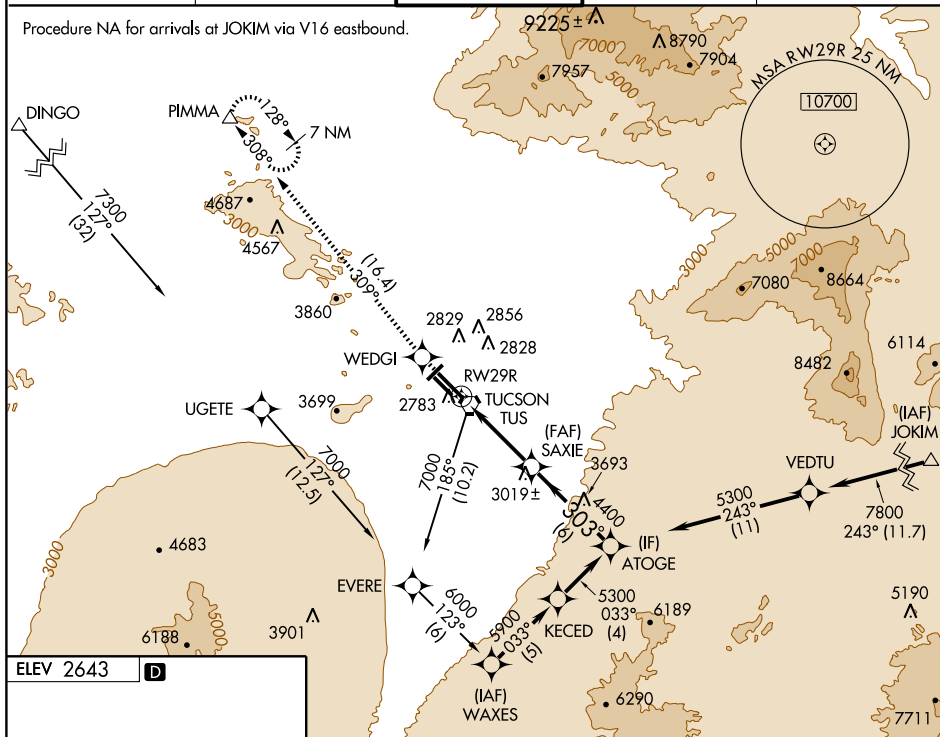
TUCSON INTL (TUS)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (111°F). DME/DME RNP-0.3 NA.  
▲ When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 6800 direct WEDGI and 309° track to PIMMA and hold.

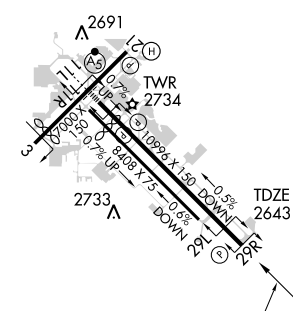
ATIS <b>123.8 279.65</b>	TUCSON APP CON <b>119.4 318.1</b>	TUCSON TOWER <b>118.3 257.8</b>	GND CON <b>124.4 348.6</b>	CLNC DEL <b>126.65 326.2</b>
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Procedure NA for arrivals at JOKIM via V16 eastbound.



ELEV 2643

D



REIL Rwy 21  
REIL Rwy 29L and 29R  
(Daylight hours only)  
HRL Rwy 11L-29R  
MIRL Rwy 3-21 and 11R-29L

6800	WEDGI	309° track	PIMMA	ATOGE	Procedure Turn NA
				5300	
				4400	
				5.3 NM	6 NM
CATEGORY	A	B	C	D	E
LPV DA	2929-1 286 (300-1)				
LNAV/VNAV DA	3106-1½ 463 (500-1½)				
LNAV MDA	3280-1 637 (700-1)	3280-1¾ 637 (700-1¾)	3280-2 637 (700-2)	3280-2½ 637 (700-2½)	3106-1¾ 463 (500-1¾)
CIRCLING	3280-1 637 (700-1)	3280-1¾ 637 (700-1¾)	3280-2 637 (700-2)	3740-3 1097 (1100-3)	

TUCSON, ARIZONA

Amdt 2A 09183

TUCSON INTL (TUS)

32°07'N - 110°56'W

RNAV (GPS) Z RWY 29R

APP CRS <b>303°</b>	Rwy Idg <b>10996</b>
	TDZE <b>2643</b>
	Apt Elev <b>2643</b>

# RNAV (RNP) Y RWY 29R

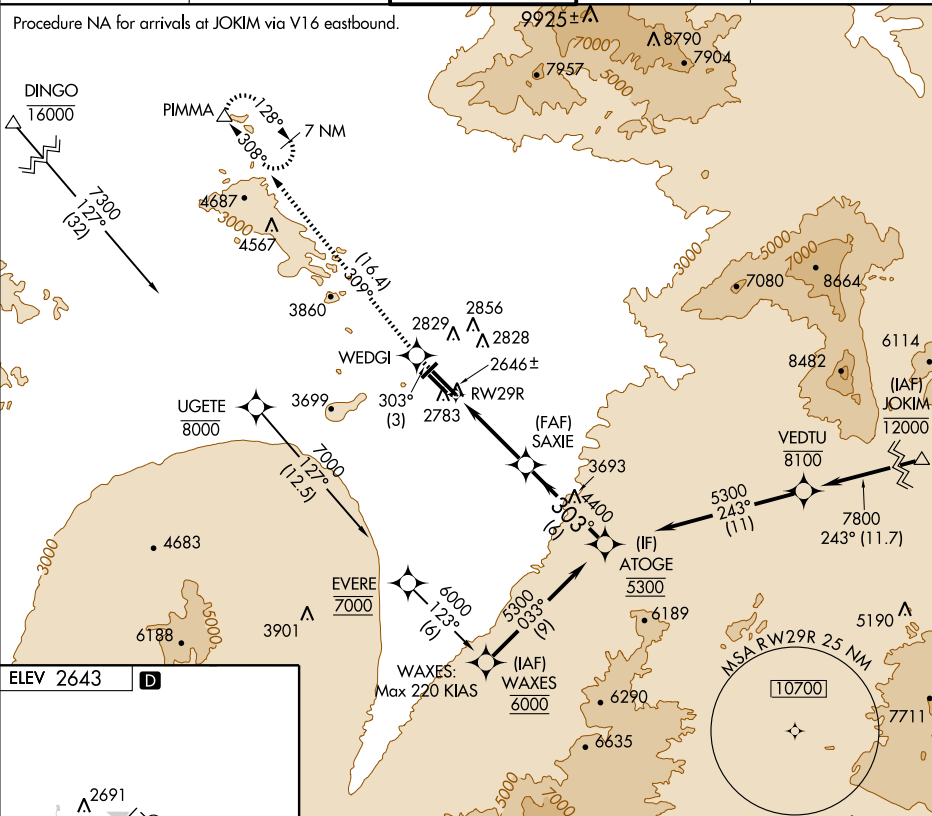
TUCSON INTL (TUS)

▼ When VGSI inoperative, procedure NA at night. GPS required.  
 ▲ NA For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 43°C (110°F).

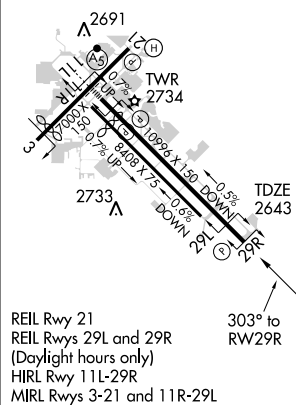
MISSED APPROACH: Climb to 6500 via 303° track to WEDGI, 309° track to PIMMA and hold.

ATIS <b>123.8 279.65</b>	TUCSON APP CON <b>119.4 318.1</b>	TUCSON TOWER <b>118.3 257.8</b>	GND CON <b>124.4 348.6</b>	CLNC DEL <b>126.65 326.2</b>
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Procedure NA for arrivals at JOKIM via V16 eastbound.



ELEV 2643 **D**



REIL Rwy 21  
 REIL Rws 29L and 29R  
 (Daylight hours only)  
 HIRL Rwy 11L-29R  
 MRL Rws 3-21 and 11R-29L

TUCSON, ARIZONA

Orig 09183

TUCSON INTL (TUS)

32°07'N - 110°56'W

RNAV (RNP) Y RWY 29R

## TUCSON SEVEN DEPARTURE

SL-430 (FAA)

TUCSON INTL (TUS)  
TUCSON, ARIZONA

## TAKE-OFF OBSTACLE NOTES

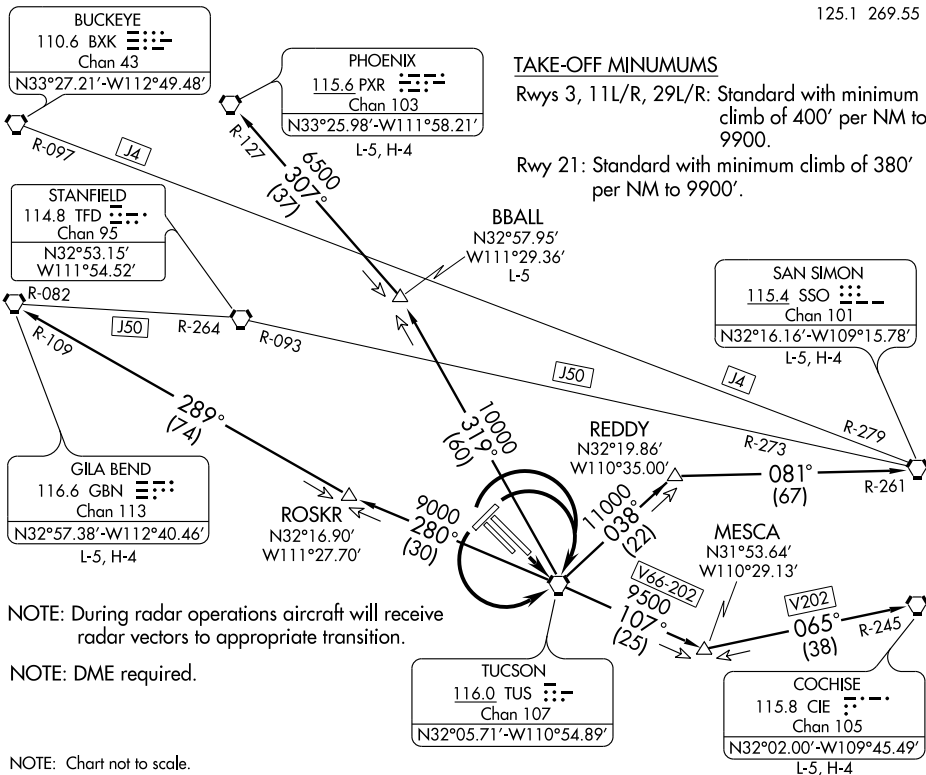
RWY 3: Multiple trees and a sign beginning 1385' from DER, 322' left of centerline to 333' right of centerline, up to 45' AGL/2626' MSL.

RWY 11L: Multiple bushes and vents beginning 115' from DER, 606' left of centerline to 383' right of centerline, up to 24' AGL/2674' MSL.

RWY 11R: Tree 584' from DER, 176' right of centerline, 25' AGL/2645' MSL.

RWY 21: Multiple bushes, poles, lights, railroad cars, and trees beginning 104' from DER, 594' left of centerline to 330' right of centerline, up to 48' AGL/2616' MSL.

ATIS  
123.8 279.65  
CLNC DEL  
126.65 326.2  
GND CON  
124.4 348.6  
TUCSON TOWER  
118.3 257.8  
TUCSON DEP CON  
125.1 269.55



## TAKE-OFF MINIMUMS

Rwys 3, 11L/R, 29L/R: Standard with minimum climb of 400' per NM to 9900.

Rwy 21: Standard with minimum climb of 380' per NM to 9900'.

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 11L/R: Climb direct TUS VORTAC. Thence. . .TAKE-OFF RUNWAYS 3, 29L/R: Climbing right turn direct TUS VORTAC. Thence. . .TAKE-OFF RUNWAY 21: Climbing left turn direct TUS VORTAC. Thence. . .

. . . via assigned transition. Maintain 17000, expect clearance to filed altitude 10 minutes after departure.

BBALL TRANSITION (TUS7.BBALL): From over TUS VORTAC via TUS R-319 to BBALL INT.COCHISE TRANSITION (TUS7.CIE): From over TUS VORTAC via TUS R-107 and CIE R-245 to CIE VORTAC.GILA BEND TRANSITION (TUS7.GBN): From over TUS VORTAC via TUS R-280 and GBN R-109 to GBN VORTAC.PHOENIX TRANSITION (TUS7.PXR): From over TUS VORTAC via TUS R-319 and PXR R-127 to PXR VORTAC.SAN SIMON TRANSITION (TUS7.SSO): From over TUS VORTAC via TUS R-038 and SSO R-261 to SSO VORTAC.

## TUCSON SEVEN DEPARTURE

(TUS7.TUS) 09183

TUCSON, ARIZONA  
TUCSON INTL (TUS)



VOR/DME or TACAN RWY 29R  
TUCSON INTL (TUS)

TUCSON INTL (TUS)

### Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 6500 to PIMMA/TUS 20 DME on TUS R-308.

ATIS  
123.8 279.65

119.4 318.1

TUCSON TOWER  
118.3 257.8

GND CON  
124.4 348.6

CLNC DEL  
126.65 326.2

MISSED APCH FIX

PIMMA  
TUS 20

三

MSA 103 25 NM

6600  10700

200—

Λ 3901

ELEV 2643

**D**

REIL Rwy 21  
REIL Rwys 29L and 29R  
(Daylight hours only)  
HIRL Rwy 11L-29R  
MIRL Rwys 3-21 and 11R-29L

6500  
↑  
S R-308

PIMMA	VGSI and descent angles not coincident.
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### ACKNOWLEDGMENTS

GAVE

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TUS 20

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## Procedure

32°07'N-110°56'W

TUCSON INTL (TUS)

TUCSON, ARIZONA  
Amdt 2D 01JUL10

VOR/DME or TACAN RWY 29R

SW-4. 21 OCT 2010 to 18 NOV 2010

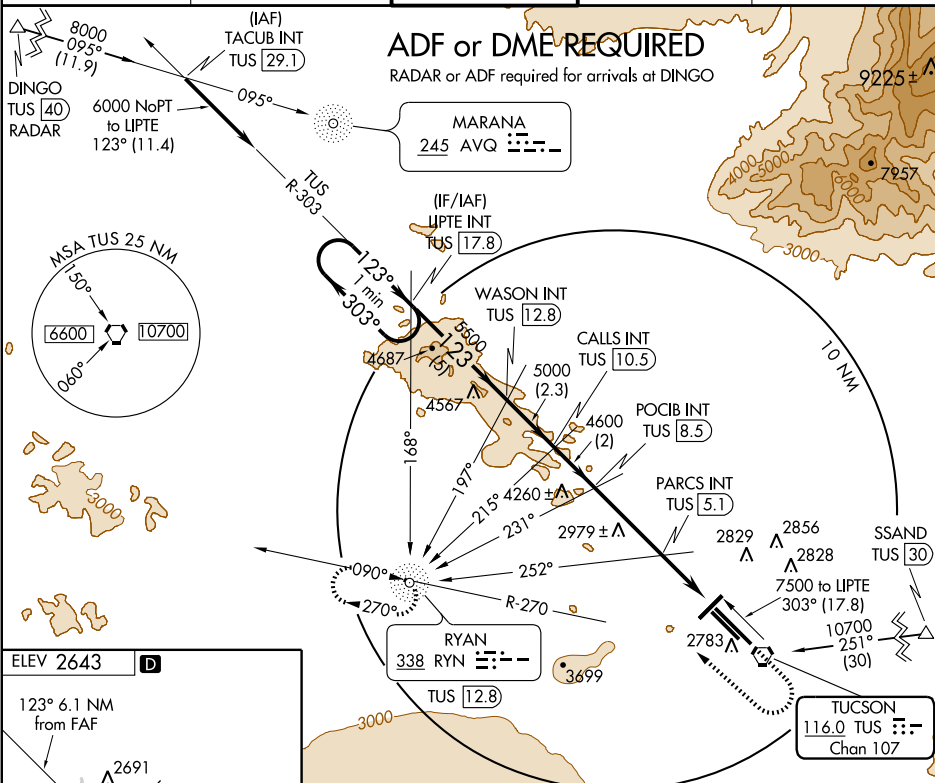
VORTAC TUS <b>116.0</b> Chan <b>107</b>	APP CRS <b>123°</b>	Rwy Idg TDZE <b>2599</b> Apt Elev <b>2643</b>	<b>10996</b>
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## VOR or TACAN RWY 11L

TUCSON INTL (TUS)

<p>▼ For inoperative MALSR, increase S-11L Cats. D and E visibility to RVR 6000.</p> <p>▲ ADF or DME required.</p>	<p>MALSR</p> <p>AS</p>	<p>MISSED APPROACH: Climb to 4000 then climbing right turn to 6000 (Cat. E 8000) via heading 300° and TUS R-270 to RYN NDB/TUS 12.8 DME and hold.</p>
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ATIS <b>123.8 279.65</b>	TUCSON APP CON <b>119.4 318.1</b>	TUCSON TOWER <b>118.3 257.8</b>	GND CON <b>124.4 348.6</b>	CLNC DEL <b>126.65 326.2</b>
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<div><div><div><div><div>TDZE</div><div>2599</div></div><div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</div><div>111</d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TUCSON, ARIZONA

Amdt 1A 09183

32°07'N-110°56'W

TUCSON INTL (TUS)

VOR or TACAN RWY 11L

SW-4, 21 OCT 2010 to 18 NOV 2010

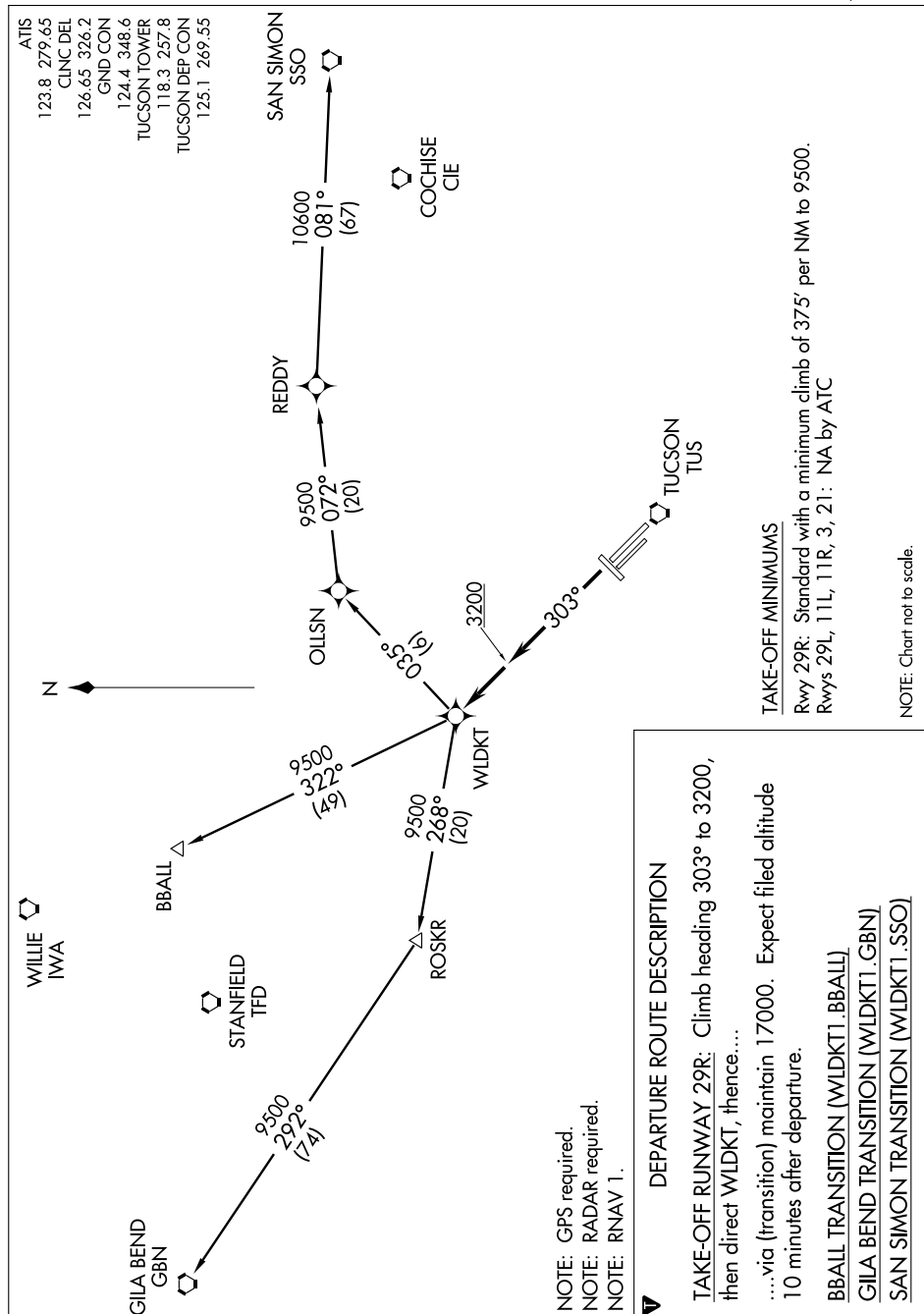
SW-4, 21 OCT 2010 to 18 NOV 2010

## WLDKT ONE DEPARTURE (RNAV)

SL-430 (FAA)

TUCSON INTL (TUS)  
TUCSON, ARIZONA

SW-4, 21 OCT 2010 to 18 NOV 2010



## WLDKT ONE DEPARTURE (RNAV)

(WLDKT1.WLDKT) 09183

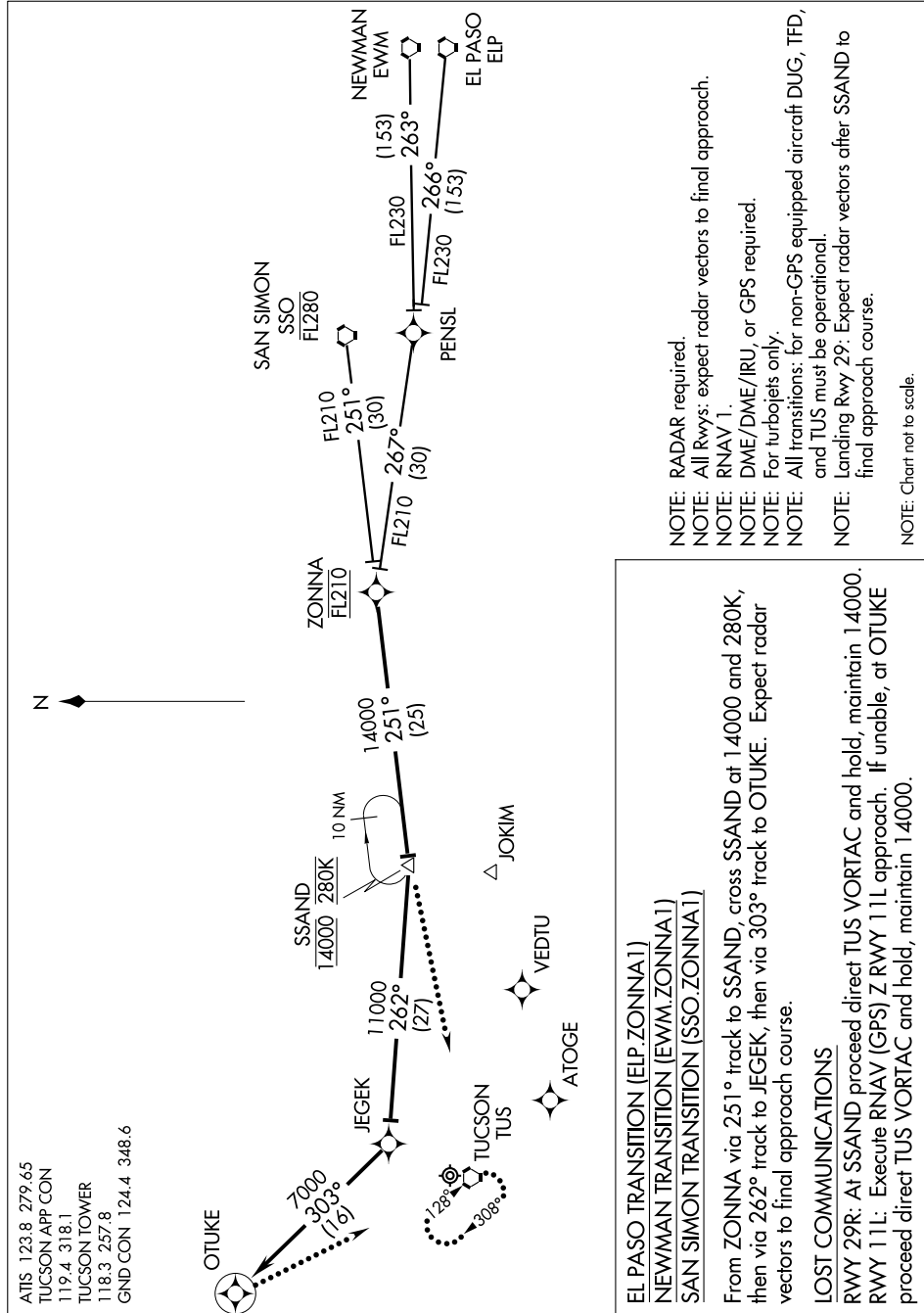
TUCSON, ARIZONA  
TUCSON INTL (TUS)

SW-4, 21 OCT 2010 to 18 NOV 2010

(ZONNA.ZONNA1) 09183

## ZONNA ONE ARRIVAL (RNAV)

ST-430 (FAA)

TUCSON INTL  
TUCSON, ARIZONA

## ZONNA ONE ARRIVAL (RNAV)

(ZONNA.ZONNA1) 09183

TUCSON, ARIZONA  
TUCSON INTL

## WILLCOX

**COCHISE CO** (P33) 3 W UTC-7 N32°14.73' W109°53.68'

4187 B S2 FUEL 100LL, JET A NOTAM FILE PRC

RWY 03-21: H6095X75 (ASPH) S-50, D-75, 2D-135 MIRL

**AIRPORT REMARKS:** Attended 1500-0000Z, CLOSED holidays. Runway 21 two thld lgts broken, three runway lgts missing. Parallel twy to Rwy 03-21 in failed condition. Twy condition poor. Large cracks in apron. Preferred calm wind Rwy 21.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 115.8T (PRESCOTT RADIO)

ALBUQUERQUE CENTER APP/DEP CON 134.45

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PRC.

(H) VORTAC 115.8 CIE Chan 105 N32°02.00'  
W109°45.49' 318° 14.5 NM to fld. 4230/13E.

VORTAC unusable:

015°-030° byd 25 NM blo 10,000'

030°-040° byd 35 NM blo 10,000'

220°-240° byd 25 NM blo 9,200'

VOR unusable:

190°-205° byd 37 NM

205°-220° byd 30 NM blo 9,000'

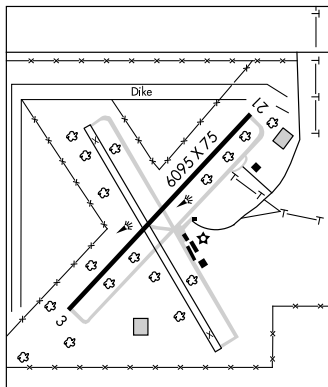
360°-015° byd 8 NM.

DME unusable:

190°-220° byd 30 NM blo 9,000'

005°-015° byd 35 NM blo 10,000'

PHOENIX  
H-4K, L-5C  
IAP



## WILLIAMS

**H. A. CLARK MEM FLD** (CMR) 3 N UTC-7 N35°18.33' W112°11.66'

6680 B NOTAM FILE PRC

RWY 18-36: H5992X100 (ASPH) MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.0 TCH 40'. Tree.

RWY 36: REIL. PAPI(P2L)—GA 3.0 TCH 40'. Rock.

**AIRPORT REMARKS:** Attended 1400-0200Z. Retro reflectors on parallel twy. ACTIVATE MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36, REIL Rwy 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 121.125 (928) 635-1278.

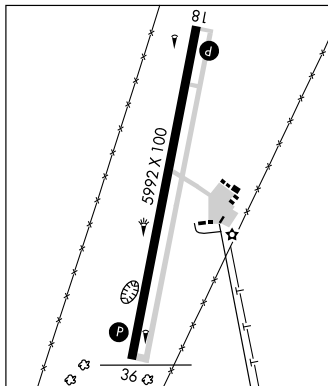
**COMMUNICATIONS:** CTAF/UNICOM 122.8

MINGUS MOUNTAIN RCO 122.3 (PRESCOTT RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FLG.

FLAGSTAFF (H) VOR/DME 113.85 FLG Chan 85(Y) N35°08.83'  
W111°40.45' 276° 27.3 NM to fld. 7026/14E.

PHOENIX  
H-4J, L-8F



**WILLIE** N33°18.19' W111°39.09' NOTAM FILE IWA.

(L) VORTACW 113.3 IWA Chan 80 at Phoenix-Mesa Gateway. 1370/13E. HIWAS.

VOR unusable:

320°-300° byd 20 NM blo 7,500'

300°-320° byd 25 NM blo 7,500'

DME unusable:

020°-055° byd 30 NM blo 12,000'.

PHOENIX  
H-4J, L-5B

APP CRS  
**044°**

Rwy Idg  
**6095**

TDZE  
**4186**

Apt Elev  
**4187**

# RNAV (GPS) RWY 3

WILLCOX/COCHISE COUNTY (P33)

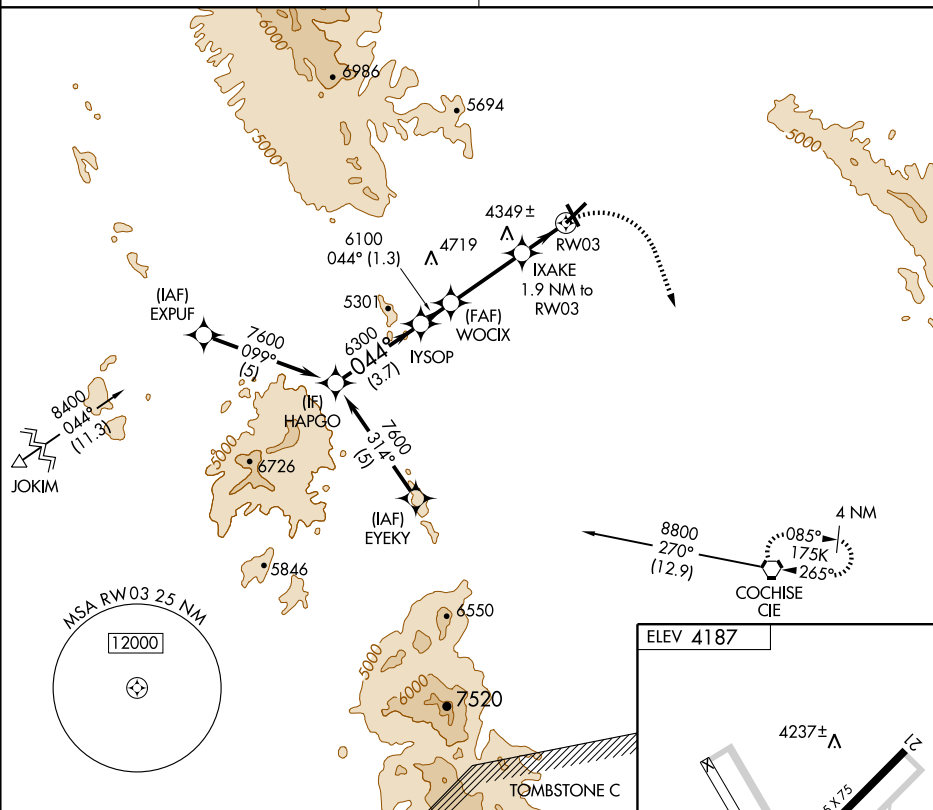
**▽** DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Douglas Bisbee altimeter setting and increase all MDA 120 feet. VDP NA when using Douglas Bisbee altimeter setting.

**▲ NA**

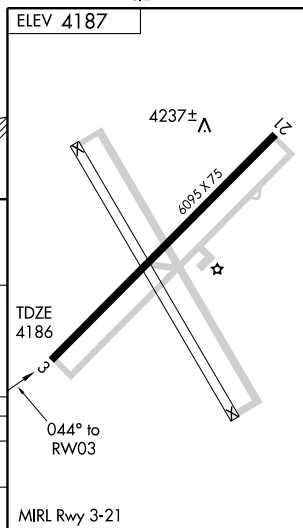
**MISSED APPROACH:** Climbing right turn to 8800 direct CIE VORTAC and hold, continue climb-in-hold to 8800. When authorized by ATC, continue climb-in-hold to MEA for route of flight.

ALBUQUERQUE CENTER  
**134.45 327.15**

UNICOM  
**122.8 (CTAF)**



HAPGO				
7600				
044°				
6300				
IYSOP				
WOCIX				
IXAKE 1.9 NM to RW03				
1 NM to RW03				
RW03				
8800 CIE				
4186 TDZE				
MIRL Rwy 3-21				
CATEGORY	A		B	
LNAV MDA	4600-1		414 (500-1)	
CIRCLING	4600-1		4640-1	
	413 (500-1)		453 (500-1)	
			NA	



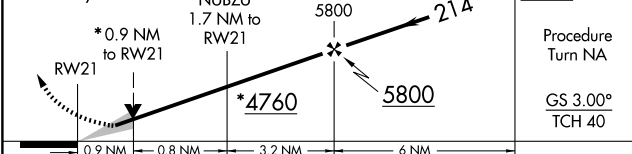
WILLCOX/COCHISE COUNTY (P33)

**MISSED APPROACH:** Climb to 8800 direct FIXUX and on track 124° to CIE VORTAC and hold, continue climb-in-hold to 8800. When authorized by ATC, continue climb-in-hold to MEA for route of flight.

UNICOM  
**122.8** (CTAF)



TCH 40

WILLCOX/COCHISE COUNTY (P33)

RNAV (GPS) RWY 21

**WINDOW ROCK** (RQE) 1 S UTC-7 N35°39.12' W109°04.04'

6742 B NOTAM FILE RQE

RWY 02-20: H7000X75 (ASPH) S-30, D-45, 2D-75 MIRL 0.6% up NE

RWY 02: REIL. PAPI(P2L)—GA 3.0° TCH 36'. HIL.

RWY 20: Trees. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon-Fri 1500-0000Z. Twys and ramp clsd to Gulf Stream acft 2, 3, 4, and 5. ACTIVATE MIRL Rwy 02-20 and REIL Rwy 02—CTAF.

**WEATHER DATA SOURCES:** ASOS 118.325 (928) 871-3421.**COMMUNICATIONS:** CTAF/UNICOM 122.8

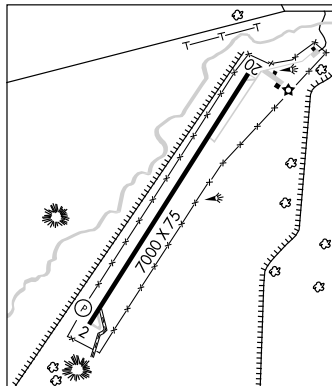
KAYENTA RCO 122.45 (PRESCOTT RADIO)

® ALBUQUERQUE CENTER APP/DEP CON 124.325

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GUP.

GALLUP (H) VORTAC 115.1 GUP Chan 98 N35°28.56'

W108°52.36' 304° 14.2 NM to fld. 7053/14E.



DENVER

H-4K, L-8H

IAP

**WINSLOW-LINDBERGH RGNL** (INW) 1 W UTC-7 N35°01.32' W110°43.35'

4941 B S2 FUEL 100LL, JET A TPA—5941(1000) NOTAM FILE INW

RWY 04-22: H7499X150 (ASPH) S-50, D-80, 2S-102, 2D-125 MIRL 0.8% up SW

RWY 04: Pole.

RWY 22: REIL. VASI(V4L)—GA 3.0° TCH 26'. Thld dspld 1262'. Poles.

RWY 11-29: H7100X150 (ASPH) S-60, D-70, 2S-89, 2D-110 MIRL 0.4% up NW

RWY 11: REIL. VASI(V4L)—GA 3.0° TCH 40'. Tree. Rgt tfc.

RWY 29: VASI(V4L)—GA 3.0° TCH 26'. Thld dspld 385'. Tower.

**AIRPORT REMARKS:** Attended 1400-0100Z. Rwy 11 end marked by NSTD painting and lighting. Dspld thlds Rwy 22 and Rwy 29 are marked by NSTD painting and lighting. Southwest corner of Forest Service ramp clsd. ACTIVATE MIRL Rwy 04-22 and Rwy 11-29, REIL Rwy 11 and Rwy 22—CTAF. VASI Rwy 22, Rwy 11 and Rwy 29 opr continuously. Landing fee for commercial aircraft. Overnight tiedown fee.

**WEATHER DATA SOURCES:** ASOS 118.875 (928) 289-0134. HIWAS 112.6 INW.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.6 (PRESCOTT RADIO)

ALBUQUERQUE CENTER APP/DEP CON 124.5

**AIRSPACE:** CLASS E svc 1100-0600Z other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE INW.

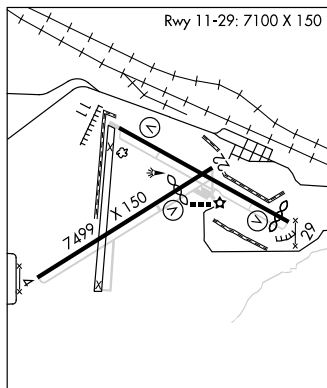
(H) VORTACW 112.6 INW Chan 73 N35°03.70' W110°47.70'

110° 4.3 NM to fld. 4910/14E. HIWAS.

PHOENIX

H-4K, L-8G

IAP





APP CRS <b>171°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>6742</b>
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# RNAV (GPS)-B

WINDOW ROCK (RQE)

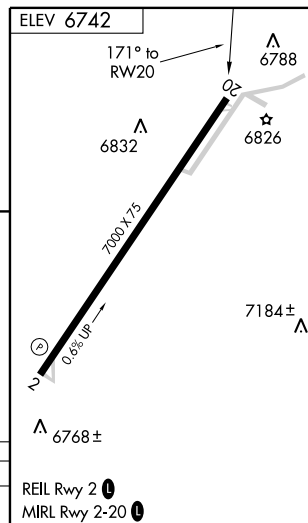
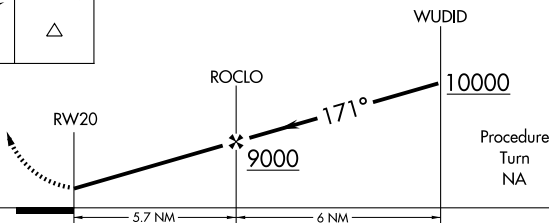
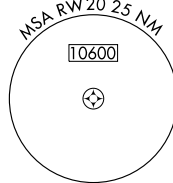
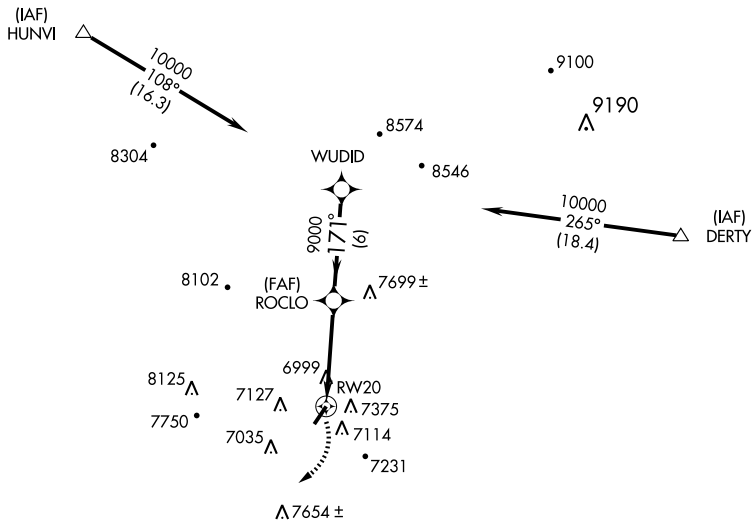
**⚠** DME/DME RNP-0.3 NA.  
**⚠** Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 9400 direct FORAN WP and hold.

ASOS  
**118.325**

ALBUQUERQUE CENTER  
**124.325 288.25**

UNICOM  
**122.8 (CTAF)** **①**



CATEGORY	A	B	C	D
CIRCLING	7720-1¼ 978 (1000-1¼)	7740-1½ 998 (1000-1½)	7740-3 998 (1000-3)	NA

REIL Rwy 2 **①**  
 MIRL Rwy 2-20 **①**

APP CRS **021°**  
Rwy Idg **7000**  
TDZE **6719**  
Apt Elev **6742**

# RNAV (GPS) RWY 2

WINDOW ROCK (RQE)

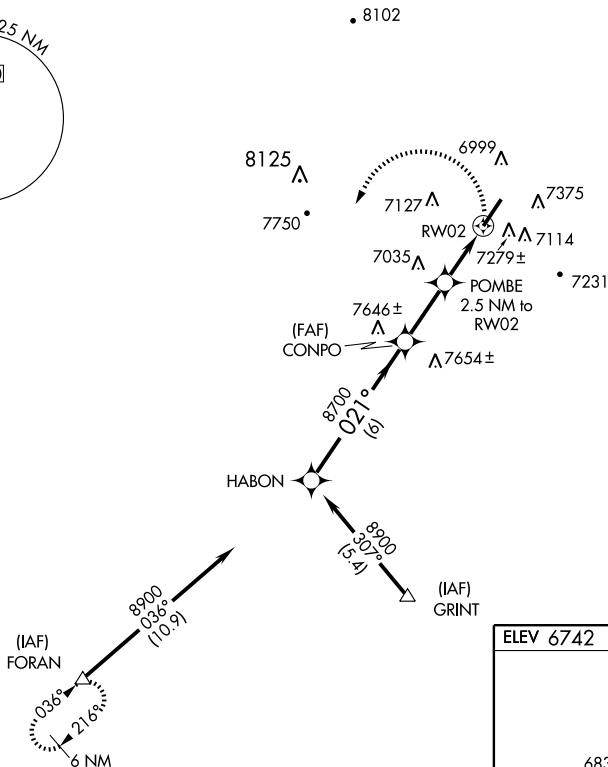
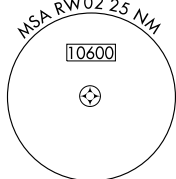
**▽** DME/DME RNP-0.3 NA.  
**▲** Visibility reduction by helicopters NA.  
Circling not authorized east of Rwy 2-20.

MISSED APPROACH: Climbing left turn to 9400 direct FORAN WP and hold.

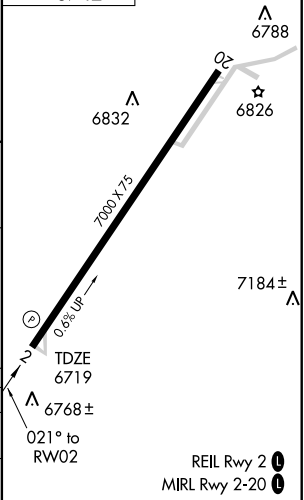
ASOS  
**118.325**

ALBUQUERQUE CENTER  
**124.325 288.25**

UNICOM  
**122.8 (CTAF)** **①**

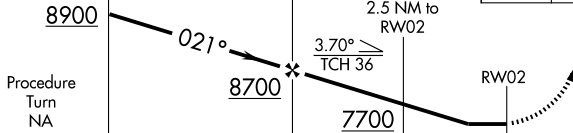


ELEV 6742



HABON VGSI and descent angles not coincident.

9400 FORAN  
**△**



CATEGORY	A	B	C	D
LNAV MDA	7480-1 761 (800-1)	7480-1¼ 761 (800-1¼)	7480-2¼ 761 (800-2¼)	NA
CIRCLING	7480-1 738 (800-1)	7480-1¼ 738 (800-1¼)	7540-2¼ 798 (800-2¼)	NA

VORTAC GUP <b>115.1</b> Chan <b>98</b>	APP CRS <b>305°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>6742</b>
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# VOR/DME-A

WINDOW ROCK (RQE)



MISSED APPROACH: Climbing left turn to 9800 direct GUP VORTAC and hold.

ASOS  
**118.325**

ALBUQUERQUE CENTER  
**124.325 288.25**

UNICOM  
**122.8 (CTAF) 0**

8102

8125  $\Delta$

7750

6999  $\Delta$

7127  $\Delta$

7035  $\Delta$

$\Delta$  7375

7114

ZUBOD  
GUP [14.1]

7231

RANOY  
GUP [9]

$\Delta$  7654  $\pm$

IAF  
GALLUP  
115.1 GUP  
Chan 98

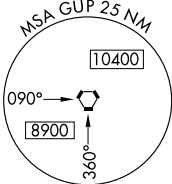
10 NM

305°

125°  
1 min

305°

R-125



ELEV 6742

REIL Rwy 2 0  
MIRL Rwy 2-20 0

6832  $\Delta$

6826

6788  $\Delta$

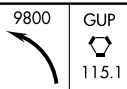
7000 x 75

305° 5.1 NM  
from FAF

7184  $\pm$   $\Delta$

0.6% UP

$\Delta$  6768  $\pm$



VORTAC

One Minute  
Holding Pattern

125°

305°

9800

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	7760-1¼ 1018 (1100-1¼)	7760-1½ 1018 (1100-1½)	7760-3	1018 (1100-3)

**WINDOW ROCK** (RQE) 1 S UTC-7 N35°39.12' W109°04.04'

6742 B NOTAM FILE RQE

RWY 02-20: H7000X75 (ASPH) S-30, D-45, 2D-75 MIRL 0.6% up NE

RWY 02: REIL. PAPI(P2L)—GA 3.0° TCH 36'. HIL.

RWY 20: Trees. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon-Fri 1500-0000Z. Twys and ramp clsd to Gulf Stream acft 2, 3, 4, and 5. ACTIVATE MIRL Rwy 02-20 and REIL Rwy 02—CTAF.

**WEATHER DATA SOURCES:** ASOS 118.325 (928) 871-3421.**COMMUNICATIONS:** CTAF/UNICOM 122.8

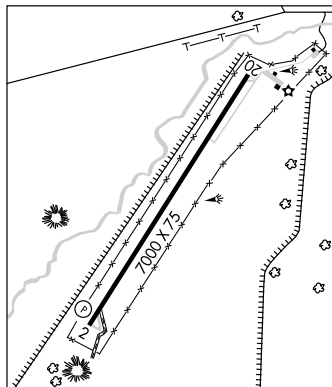
KAYENTA RCO 122.45 (PRESCOTT RADIO)

® ALBUQUERQUE CENTER APP/DEP CON 124.325

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GUP.

GALLUP (H) VORTAC 115.1 GUP Chan 98 N35°28.56'

W108°52.36' 304° 14.2 NM to fld. 7053/14E.



DENVER

H-4K, L-8H

IAP

**WINSLOW-LINDBERGH RGNL** (INW) 1 W UTC-7 N35°01.32' W110°43.35'

4941 B S2 FUEL 100LL, JET A TPA—5941(1000) NOTAM FILE INW

RWY 04-22: H7499X150 (ASPH) S-50, D-80, 2S-102, 2D-125 MIRL 0.8% up SW

RWY 04: Pole.

RWY 22: REIL. VASI(V4L)—GA 3.0° TCH 26'. Thld dspcd 1262'. Poles.

RWY 11-29: H7100X150 (ASPH) S-60, D-70, 2S-89, 2D-110 MIRL 0.4% up NW

RWY 11: REIL. VASI(V4L)—GA 3.0° TCH 40'. Tree. Rgt tfc.

RWY 29: VASI(V4L)—GA 3.0° TCH 26'. Thld dspcd 385'. Tower.

**AIRPORT REMARKS:** Attended 1400-0100Z. Rwy 11 end marked by NSTD painting and lighting. Dspcd thlds Rwy 22 and Rwy 29 are marked by NSTD painting and lighting. Southwest corner of Forest Service ramp clsd. ACTIVATE MIRL Rwy 04-22 and Rwy 11-29, REIL Rwy 11 and Rwy 22—CTAF. VASI Rwy 22, Rwy 11 and Rwy 29 opr continuously. Landing fee for commercial aircraft. Overnight tiedown fee.

**WEATHER DATA SOURCES:** ASOS 118.875 (928) 289-0134. HIWAS 112.6 INW.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.6 (PRESCOTT RADIO)

ALBUQUERQUE CENTER APP/DEP CON 124.5

**AIRSPACE:** CLASS E svc 1100-0600Z other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE INW.

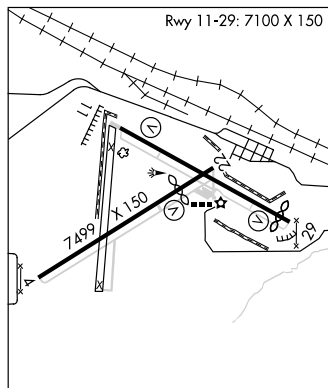
(H) VORTACW 112.6 INW Chan 73 N35°03.70' W110°47.70'

110° 4.3 NM to fld. 4910/14E. HIWAS.

PHOENIX

H-4K, L-8G

IAP



VORTAC INW <b>112.6</b> Chan <b>73</b>	APP CRS <b>106°</b>	Rwy Idg <b>7100</b> TDZE <b>4899</b> Apt Elev <b>4941</b>
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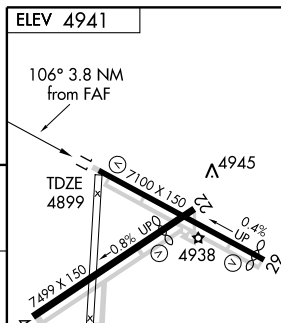
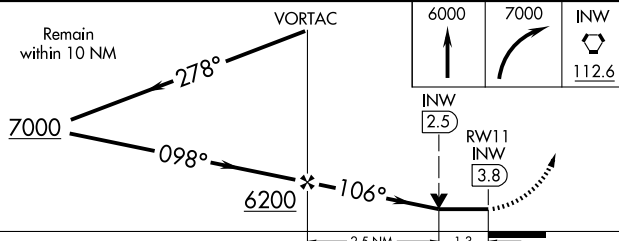
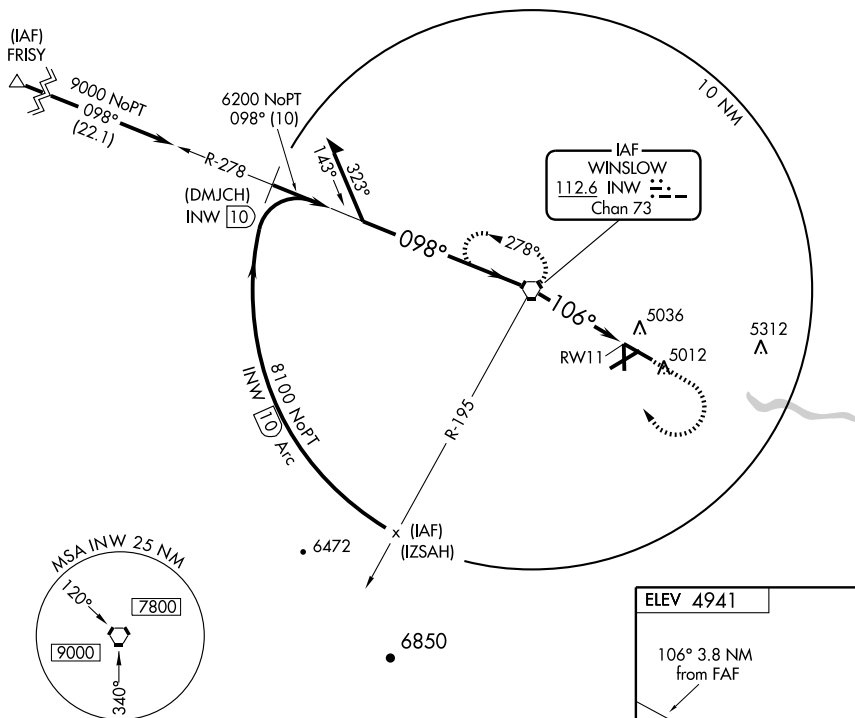
VOR or GPS RWY 11  
WINSLOW-LINDBERGH RGNL (INW)

**MISSED APPROACH:** Climb to 6000, then climbing right turn to 7000 direct INW VORTAC and hold.

ASOS  
**118.875**

ALBUQUERQUE CENTER  
124.5 306.2

UNICOM  
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
S-11	5340-1 441 (500-1)		5340-1¼ 441 (500-1¼)	5340-1½ 441 (500-1½)
CIRCLING	5420-1 479 (500-1)	5440-1 499 (500-1)	5480-1½ 539 (600-1½)	5520-2 579 (600-2)

REIL Rwy's 11 and 22 <b>L</b>					
MIRL Rwy's 4-22 and 11-29 <b>L</b>					
FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

WINSLOW, ARIZONA

Amdt 4B 09071

WINSLOW-LINDBERGH RGNL (INW)

VOR or GPS RWY 11

35°01'N-110°43'W

SW-4. 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

## AIRPORT DIAGRAM

AFD-6341 [USA]

YUMA PROVING GROUND, ARIZONA

CTAF  
126.20 242.175  
GND CON  
121.8 229.4

32°53'N

JANUARY 2009  
ANNUAL RATE OF CHANGE  
0.2° W

VAR 11.6° E

ELEV  
406AMC  
RAMP

HANGARS

FIRE STATION

BASE OPS

ELEV  
368

32°52'N

ELEV  
367

36

ELEV  
360

RWY 6-24

PCN 68 F/B/W/T

RWY 18-36

PCN 56 F/B/W/T

114°24'W

6000 x 100

FIELD  
ELEV  
433

114°23'W

32°51'N

## AIRPORT DIAGRAM

YUMA PROVING GROUND, ARIZONA

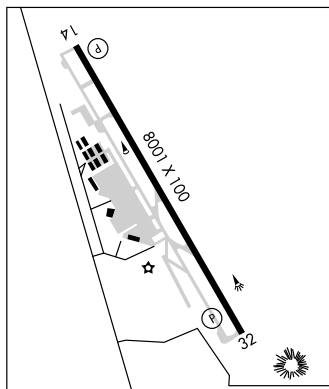
LAGUNA AAF (KLGf)

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

**LAGUNA AAF** (YUMA PROVING GROUND) (LGF) A 12 NE UTC-7 N32°51.60' W114°23.80' **PHOENIX**  
 433 B TPA—See Remarks NOTAM FILE LGF Not insp. H-4J, L-5A  
**RWY 18-36:** H6118X150 (ASPH) PCN 56 F/B/W/T MIRL 0.8% up N **DIAP, AD**  
**RWY 18:** PAPI(P2L)—GA 3.0° TCH 37'. **RWY 36:** PAPI(P2L)—GA 3.0° TCH 46'. Rgt tfc.  
**RWY 06-24:** H6000X100 (ASPH) PCN 68 F/B/W/T 1.0% up NE  
**RWY 06:** Rgt tfc.  
**MILITARY SURFACE:** LGT ACTIVATE MIRL and PAPI Rwy 18-36—121.8 JASU 1(MD-3) 1(59B2-1B) **FUEL** J8, 100LL,  
 Petrol, Oils and Lubricants avbl Mon-Fri 1430-0000Z; clsd holidays. Petrol, oils and lubricants avbl with 24 hr  
 PPR for tran acft. Contract fuel—AVCARD only. **TRAN ALERT** Limited maintenance svc avbl.  
**MILITARY REMARKS:** Opr Mon-Fri 1300-0000Z, CLOSED holidays. **RSTD** Restricted area 4 NM E of airfield. Official  
 business only. Overflight of housing area 3 NM SW of airfield is prohibited. 24 hr PPR for tran acft, telephone  
 DSN 899-2241, C928-328-2241/2014. C-130 and larger acft are prohibited from making U-turns on rwy  
 unless rqr for emergency or congestion and must be approved by Base OPS. No ops permitted when afld clsd.  
**CAUTION** Intense opr on Cibola Range 1 NM N of airfield. Intense parachute drop opr vicinity 5 NM of airfield year  
 round. Wildlife hazard, wild horses and burrow may be on airfield, use extreme caution during night opr. **TFC PAT**  
 TPA—1911(1478) fixed wing, 1111(678) rotary wing. **MISC** Late arrival ctc Base Ops DSN 899-2014/2241,  
 C928-328-2014/2241, and after duty hours call C928-920-1928. Rental car avbl thru Base OPS.  
**WEATHER DATA SOURCES:** AWOS-3 128.225 (928) 328-5238.  
**COMMUNICATIONS:** CTAF 126.2 242.175  
**YUMA APP CON** 124.7 374.8 **YUMA DEP CON** 125.55 281.0  
**GND CON** 121.8 229.4  
**RANGE** 119.0 248.4 (Airfield advisory 126.2 242.175)  
**YUMA RCO** 122.2 (PRESCOTT RADIO)  
**YUMA RCO** 122.6 (SAN DIEGO RADIO)  
**AFLD ADVISORY** 126.2 242.175  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE SAN.  
**BARD (H) VORTAC** 116.8 BZA Chan 115 N32°46.09' W114°36.17' 048° 11.8 NM to fld. 130/14E.

**LAKE HAVASU CITY** (HII) 6 N UTC-7 N34°34.27' W114°21.50' **PHOENIX**  
 783 B S4 **FUEL** 100LL, JET A OX 2, 4 TPA—See Remarks ARFF Index—See Remarks H-4J, L-7E  
 NOTAM FILE PRC **IAP**  
**RWY 14-32:** H8001X100 (ASPH) S-100 MIRL 0.4% up SE  
**RWY 14:** REIL. PAPI(P4L)—GA 3.0° TCH 35'. Rgt tfc.  
**RWY 32:** REIL. PAPI(P4L)—GA 3.0° TCH 35'. Hiii.  
**AIRPORT REMARKS:** Attended 1500-0000Z. Power lines/towers and  
 high terrain N/NE of arpt. Ultralight acft ops invov arpt from  
 surface to 5000'. Class III, ARFF Index A. ARFF Index B avbl with  
 PPR, ctc arpt manager (928) 764-3330, Mon-Fri 1500-0000Z.  
 UNICOM attended daily 1400-0100Z. Scheduled air carrier ops  
 involving acft with more than 9 passenger seats are not  
 authorized in excess of 15 min before or 15 min after scheduled  
 arrival or departure times without prior coordination with arpt  
 management, and confirmation that ARFF svcs are avbl prior to ldg  
 or tlf. Rwy 32 designated calm wind rwy. TPA 1803 (1020) light  
 acft, 2303 (1520) high performance acft. Noise  
 abatement—straight-in straight-out apch/dep prohibited. Enter  
 pattern using 45° entry to downwind. Do not overfly residential  
 communities S/SW of arpt. ACTIVATE MIRL Rwy 14-32—CTAF.  
**WEATHER DATA SOURCES:** AWOS-3 119.025 (928) 764-2317.  
**COMMUNICATIONS:** CTAF/UNICOM 122.7  
**L.A. CENTER APP/DEP CON** 134.65  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE EED.  
**NEEDLES (H) VORTAC** 115.2 EED Chan 99 N34°45.96' W114°28.45' 139° 13.0 NM to fld. 620/15E. **HIWAS.**



**LAUGHLIN/BULLHEAD INTL** (See BULLHEAD CITY)

**LIBBY** N31°35.38' W110°21.30' NOTAM FILE FHU. **PHOENIX**  
 (T) **VOR** 113.6 FHU at Sierra Vista Muni—Libby AAF. Unmonitored when twr clsd. H-4K, L-5C  
 No NOTAM MP 2<sup>nd</sup> Tue of month 1500-1900Z. Unusable: 110°-225° bvd 15 NM.

APCH CRS **063°**  
 Rwy Idg **6000**  
 TDZE **387**  
 Arpt Elev **433**

AL-6341 [USA]

LAGUNA AAF (KLGf)



DME/DME RNP-0.3 NA.



Procedure NA when airfield closed.

MISSED APPROACH: Climbing right turn  
 to 3600 direct BZA VORTAC and hold.

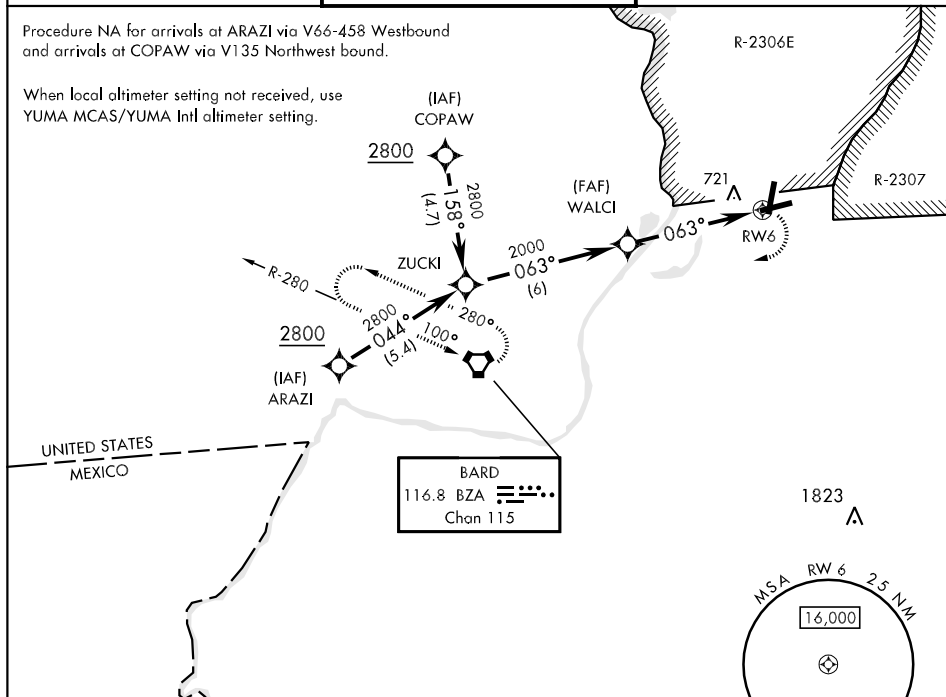
YUMA APP CON  
**124.7 374.8**

CTAF  
**126.20 242.175**

GND CON  
**121.8 0 229.4**

Procedure NA for arrivals at ARAZI via V66-458 Westbound  
 and arrivals at COPAW via V135 Northwest bound.

When local altimeter setting not received, use  
 YUMA MCAS/YUMA Intl altimeter setting.



ZUCKI

2800

WALCI

2000

1.9 NM to

RW 6

RW6

2.99°  
 TCH 45

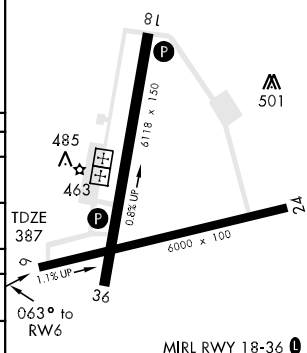
5 NM

3600

BZA

ELEV 433

CATEGORY	A	B	C	D
RNAV MDA	1020-1 633 (600-1)		1020-1½ 633 (600-1¾)	1020-2 633 (600-2)
CIRCLING	1080-1 647 (700-1)		1080-1½ 647 (700-1¾)	1080-2 647 (700-2)
YUMA MCAS/YUMA Intl ALTIMETER SETTING				
RNAV MDA	1100-1 713 (700-1)		1100-2 713 (700-2)	1100-2½ 713 (700-2¼)
CIRCLING	1160-1 727 (800-1)		1100-2 727 (800-2)	1100-2½ 727 (800-2¼)





APCH CRS **163°** Rwy Idg **6118**  
 TDZE **410**  
 Arpt Elev **433**

AL-6341 [USA]

LAGUNA AAF (KLGf)

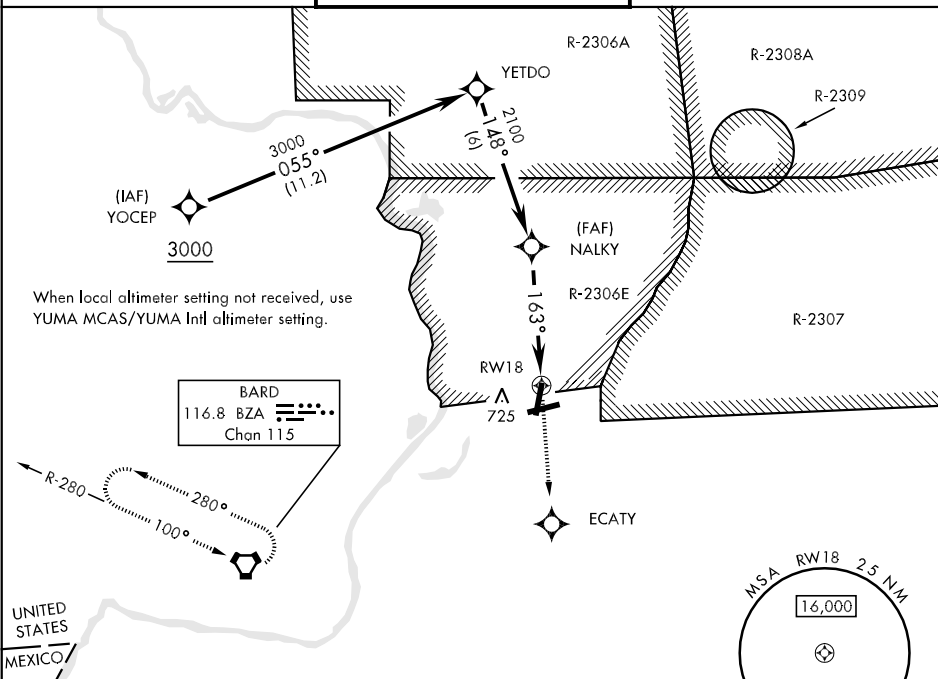
**V** DME/DME RNP-0.3 NA. **MISSED APPROACH:** Climb to 3600 direct ECATY, via 250° track to BZA VORTAC and hold, continue climb in hold to 3600.

**A** NA Procedure NA when airfield closed.

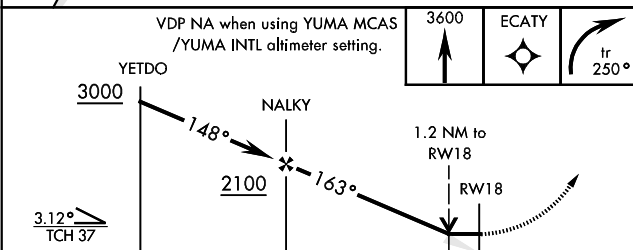
YUMA APP CON  
**124.7 374.8**

CTAF  
**126.20 242.175**

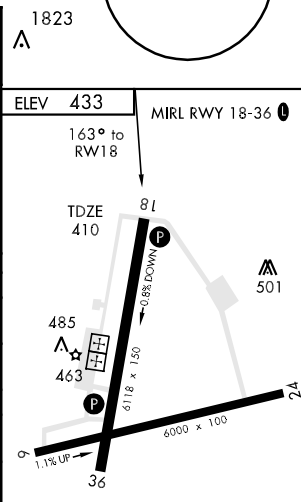
GND CON  
**121.8 0 229.4**



VDP NA when using YUMA MCAS /YUMA INTL altimeter setting.



CATEGORY	A	B	C	D
RNAV MDA	820-1 410 (400-1)	820-1 410 (400-1)	820-1 410 (400-1)	820-1 410 (400-1)
CIRCLING	1080-1 647 (700-1)	1080-1 647 (700-1)	1080-1 647 (700-1)	1080-2 647 (700-2)
YUMA MCAS/YUMA Intl ALTIMETER SETTING				
RNAV MDA	900-1 490 (500-1)	900-1 490 (500-1)	900-1 490 (500-1)	900-1 490 (500-1)
CIRCLING	1160-1 727 (800-1)	1160-1 727 (800-1)	1160-2 727 (800-2)	1160-2 727 (800-2)



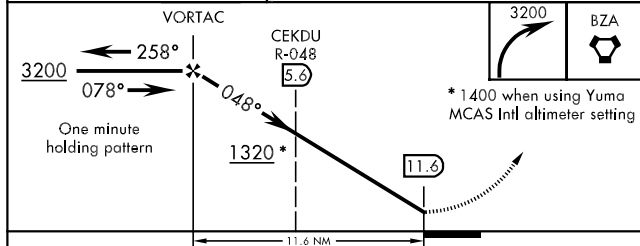
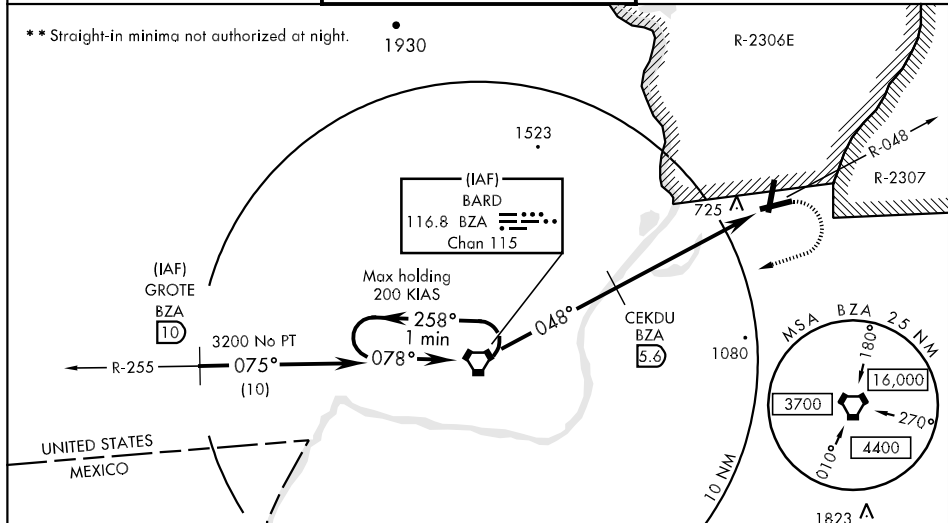
VORTAC BZA <b>116.8</b> Chan <b>115</b>	APCH CRS <b>048°</b>	Rwy Idg <b>6000</b> TDZE <b>387</b> Arpt Elev <b>433</b>
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AL-6341 [USA]

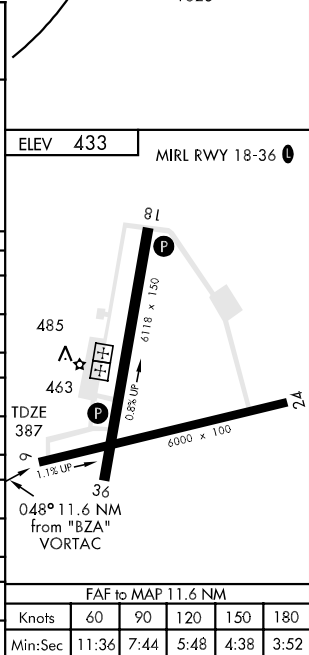
LAGUNA AAF (KLGf)

<p><b>▼</b> Procedure not authorized when airfield closed. Obtain local altimeter setting on CTAF.</p> <p><b>▲</b> NA When not received, use Yuma MCAS Intl altimeter setting.</p>	MISSED APPROACH: Climbing right turn to 3200 direct BZA VORTAC and hold.
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YUMA APP CON <b>124.7 374.8</b>	CTAF <b>126.20 242.175</b>	GND CON <b>121.8 229.4</b>
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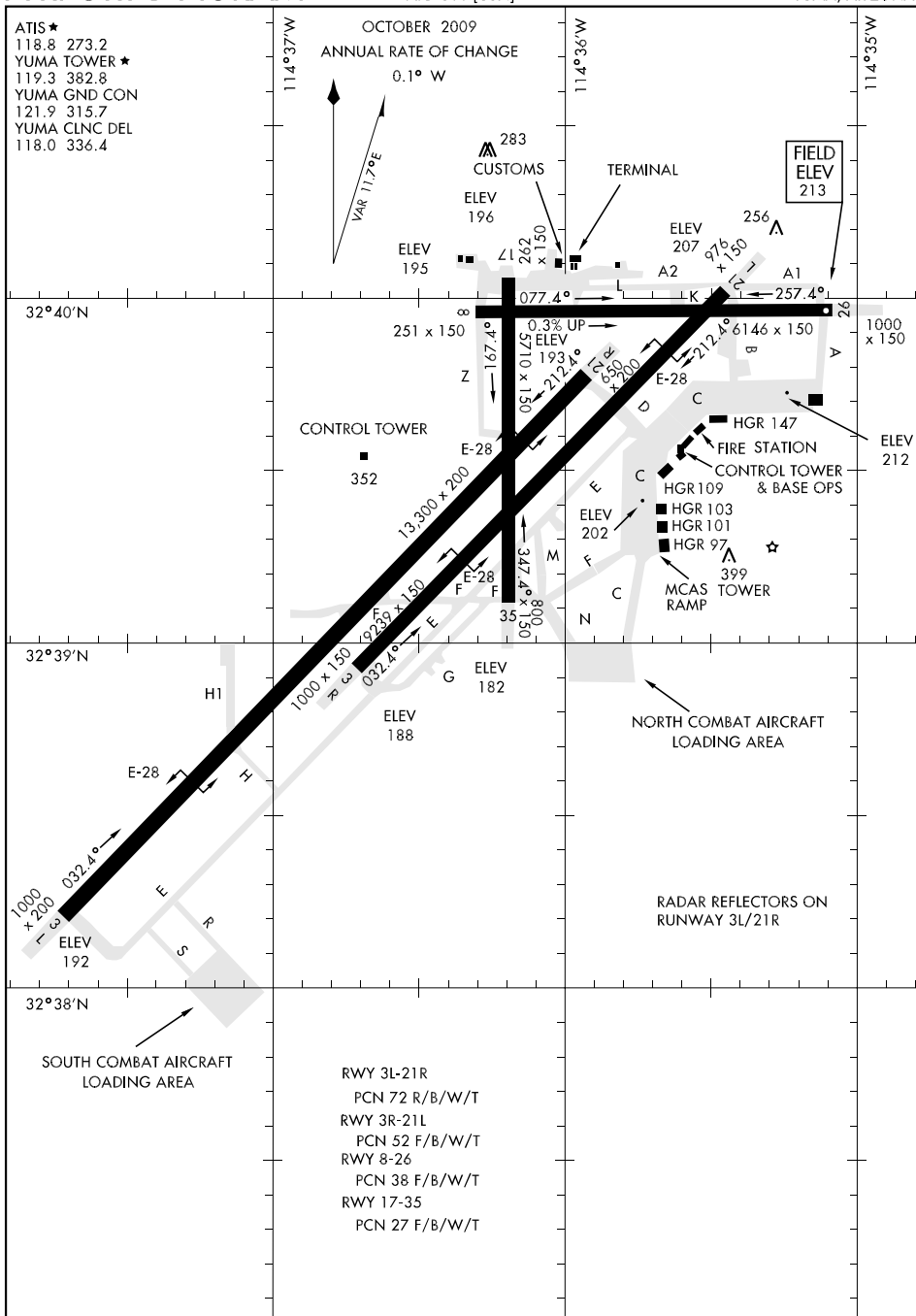
CATEGORY	A	B	C	D
S-6 **	1320-1¼ 933 (900-1¼)	1320-2¾ 933 (900-2¾)	1320-3 933 (900-3)	1320-3 933 (900-3)
CIRCLING	1320-1¼ 887 (900-1¼)	1320-2¾ 887 (900-2¾)	1320-3 887 (900-3)	1320-3 887 (900-3)
DME MINIMA				
S-6 **	1040-1 653 (700-1)	1040-1¾ 653 (700-1¾)	1040-2 653 (700-2)	1040-2 653 (700-2)
CIRCLING	1080-1 647 (700-1)	1080-1¾ 647 (700-1¾)	1080-2 647 (700-2)	1080-2 647 (700-2)
YUMA MCAS/YUMA Intl ALTIMETER SETTING				
S-6 **	1400-1¼ 1013 (1000-1¼)	1400-1½ 1013 (1000-1½)	1400-3 1013 (1000-3)	1400-3 1013 (1000-3)
CIRCLING	1400-1¼ 967 (1000-1¼)	1400-1½ 967 (1000-1½)	1400-3 967 (1000-3)	1400-3 967 (1000-3)
YUMA MCAS/YUMA Intl ALTIMETER SETTING DME MINIMA				
S-6 **	1120-1 733 (700-1)	1120-1¼ 733 (700-1¼)	1120-2¼ 733 (700-2¼)	1120-2½ 733 (700-2½)
CIRCLING	1160-1 727 (800-1)	1160-2 727 (800-2)	1160-2¼ 727 (800-2¼)	1160-2½ 727 (800-2½)



## AIRPORT DIAGRAM

AFD-511 [USN]

YUMA, ARIZONA



YUMA, ARIZONA

YUMA MCAS/YUMA INTL (KNYL)

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4. 21 OCT 2010 to 18 NOV 2010

**YUMA MCAS—YUMA INTL** (NYL)(KNYL) CIV/MIL 3 S UTC-7 N32°39.40' W114°36.36'

PHOENIX

213 B S2 FUEL 100, JET A OX 1, 2, 3, 4 TPA—See Remarks AOE Class I, ARFF Index A H-4J, L-SA IAP, DIAP, AD

NOTAM FILE NYL

**RWY 03L-21R:** H13300X200 (CONC) S-103, D-200, 2D-400 PCN 72 R/B/W/T HIRL

**RWY 03L:** PAPI(P4L). Rgt tfc. **RWY 21R:** MALSR. PAPI(P4L).

**RWY 03R-21L:** H9239X150 (ASPH-CONC) S-162, D-200, 2D-400

PCN 52 F/B/W/T HIRL

**RWY 03R:** PAPI (P4L). Antenna. Rgt tfc.

**RWY 21L:** PAPI(P4L). Road.

**RWY 08-26:** H6146X150 (ASPH-CONC) S-63, D-137, 2D-206

PCN 38 F/B/W/T HIRL

**RWY 08:** Road. Rgt tfc. **RWY 26:** Road.

**RWY 17-35:** H5710X150 (ASPH-CONC) S-72, D-171, 2D-255

PCN 27 F/B/W/T HIRL

**RWY 17:** VASI(V4L)—GA 3.0° TCH 40'. Tree. Rgt tfc.

**RWY 35:** REIL. Brush.

# ARRESTING GEAR/SYSTEM

**RWY 03L** HOOK E28(B) (3495') HOOK E28(B) (1698') **RWY 21R**

**RWY 03R** HOOK E28(B) (2725') HOOK E28(B) (1675') **RWY 21L**

**MILITARY SERVICE:** JASU 1(NC-10) 1(NCPP-105) **FUEL** J5(Mil) Avbl on request for shipbound acft. J8(MIL) (A, A)+ (careflight. Avbl 1200-0130Z, other times 30 min prior notice, C928-344-9811.) (NC-100). **FLUID LOX** LHNT LPOX **Oil** 0-156 **TRAN ALERT**

Extremely limited tran svc/parking/ transportation, no maintenance mil acft. Visiting Aircraft Line (VAL)/transient svcs avbl Mon-Fri 1430-0530Z, Sat-Sun 1430-2330Z, clsd hol.

**AIRPORT REMARKS:** Attended 1100-0800Z. Fuel on call 24 hours. CAUTION: Extensive jet training operations, exercise increased vigilance. Heavy bird migration Nov thru Mar. Mandatory all general aviation and air carrier acft opr VFR enter arpt tfc area at 1200' MSL when assigned Rwy 08-26 or Rwy 17-35. All acft avoid overfl Mexican border 7 NM W of arpt. Tfc patterns for Rws 03L/R and 21R/L overlap tfc patterns for Rws 08-26 and 17-35. TPA Rws 08-26 and 17-35 1200(984). TPA Rws 03L/R and 21R/L 1700(1484). TPA for civil turbo-jet acft assigned Rwy 03L/R or 21R/L 1700(1487), initial altitude 3500' 6 NM, TPA helicopters 700(487). Helicopters required to enter arpt tfc area at TPA—1200(987), then descend to 700' prior to all rws. Mandatory all departing general aviation and air carrier acft opr VFR fly rwy heading after departure and maintain 1200' MSL until outside arpt tfc area unless otherwise approved by tower. Extensive military jet opr from 4000-3000' MSL descending to 1700' MSL within 6 NM SW straight-in Rws 03L/R and within 6 NM NE straight-in Rwy 21R/L. Ambulances operating between 0500-1300Z needing ground access etc Civil Airport Authority C928-941-2396 or 376-5868. When twr clsd, ACTIVATE HIRL Rwy 08-26 and Rwy 17-35 and Twys A, A1, A2, B, C, L, and Z—CTAF. Flight Notification Service (ADCUS) available. U.S. Customs port of entry contact 928-344-9572. Civil arpt ops contact 928-726-5882 x 160. NOTE: See Special Notices—U.S. Special Customs Requirement.

**MILITARY REMARKS:** Opr 1430-0530Z daily. CLOSED holiday. See FLIP AP/1, Supplementary Arpt Information. Military arpt ops-928-269-2325. RSTD Flt clnc manned during mil opr hr DSN 269-2326/2323/2077.

C928-269-2326/2323/2077. PPR all transient acft, 24 hr prior notice. When twr clsd ARFF FAA/Department of Navy Index Category is A/1. All military ops are confined to military opr hr. When twr is open, ARFF FAA Index/Department of Navy Category is E/4. All military operations are confined to military opr hrs. DSN 269-2445/2760, C928-269-2445/2760. AV8B vertical/short take-off and landing to Rwy 03-21 may have priority Mon-Fri over military multiple practice apch. Range notifications pilots shall go to the following website for safety of flight range notification/restrictions within the R-2507 and R-2301W.

<http://www.yuma.usmc.mil/rangenotifications/message.jspx>.

**COMMUNICATIONS:** CTAF 119.3 ATIS 118.8 273.2 (1430-0530Z daily. CLOSED holiday. Other times by NOTAM).

UNICOM 122.95

YUMA RCO 122.6 (SAN DIEGO RADIO)

YUMA RCO 122.2 (PRESCOTT RADIO)

® APP CON 124.7 DEP CON 125.55 281.0

TOWER 119.3 382.8 361.2 (1430-0530Z daily. CLOSED holiday.) GND CON 121.9 315.7

CLNC DEL 118.0 336.4

COMD POST 337.9 PMSV METRO 120.7 120.725 349.75

VFR ADVSY SVC 124.7 (1400-0600Z, other times check NOTAMS).

**AIRSPACE:** CLASS D svc (1430-0530Z daily. CLOSED holiday. Other times by NOTAMS. Other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SAN.

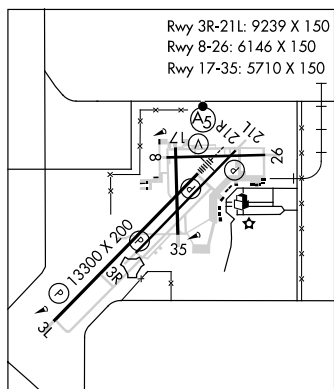
**BARD (H) VORTAC** 116.8 BZA Chan 115 N32°46.09' W114°36.17' 167° 6.7 NM to fld. 130/14E.

(L) TACAN Chan 84 NYL (113.7) N32°38.81' W114°36.81' at fld. 193/14E.

ILS 108.3 I-YUM Rwy 21R. Class IE. Localizer unusable byd 25° east and byd 25° west of localizer course.

ASR/PAR

**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.



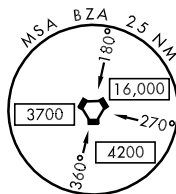
## ARGUS-TWO DEPARTURE (ARGUS2•IPL)

YUMA, ARIZONA

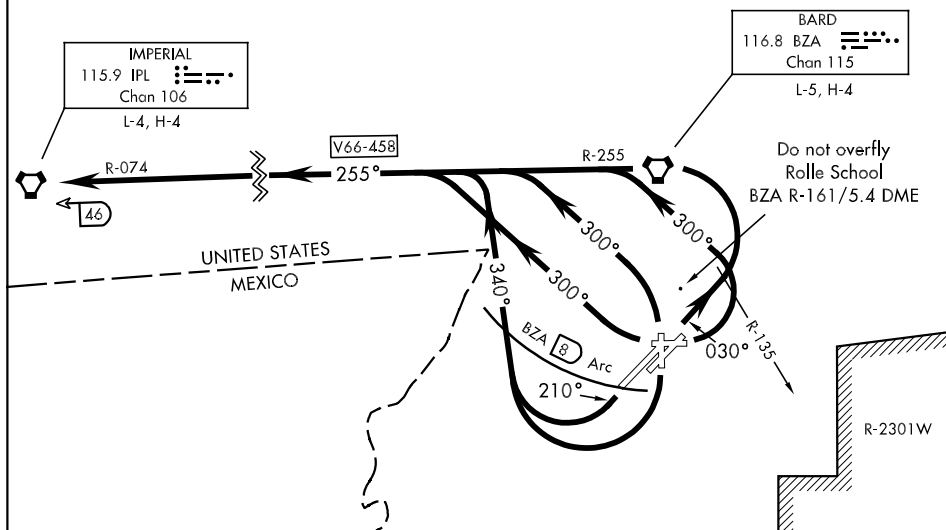
ATIS ★  
 118.8 273.2  
 CLNC DEL  
 118.0 336.4  
 GND CON  
 121.9 315.7  
 YUMA TOWER ★  
 119.3 (CTAF) 0 382.8  
 YUMA DEP CON  
 125.55 281.0

SHL-511 [USN]

2663



## RADAR REQUIRED



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L/R: Climb heading 030° until passing BZA VORTAC R-135, then turn left direct BZA, thence....

TAKE-OFF RWY 8: Climbing left turn heading 300° to intercept BZA R-255, thence....

TAKE-OFF RWY 17: Climbing right turn heading 340 ° to intercept BZA R-255, thence....

TAKE-OFF RWY 21L/R: Climb heading 210° until passing BZA 8 DME, then climbing right turn heading 340° to intercept BZA R-255, thence....

TAKE-OFF RWY 26: Climbing right turn heading 300° to intercept BZA R-255, thence....

TAKE-OFF RWY 35: Climbing left turn heading 300° to intercept BZA R-255, thence....

...Via BZA R-255 and IPL R-074 to IPL VORTAC, then via assigned route. Maintain assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.

## ARGUS-TWO DEPARTURE (ARGUS2•IPL)

YUMA, ARIZONA

YUMA MCAS/YUMA INTL (KNYL)

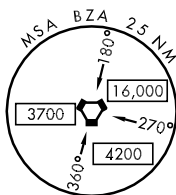
## CARGO-SEVEN DEPARTURE (CARGO7•CARGO)

YUMA, ARIZONA

ATIS ★  
 118.8 273.2  
 CLNC DEL  
 118.0 336.4  
 GND CON  
 121.9 315.7  
 YUMA TOWER ★  
 119.3 (CTAF) 382.8  
 YUMA DEP CON  
 125.55 281.0

SHL-511 [USN]

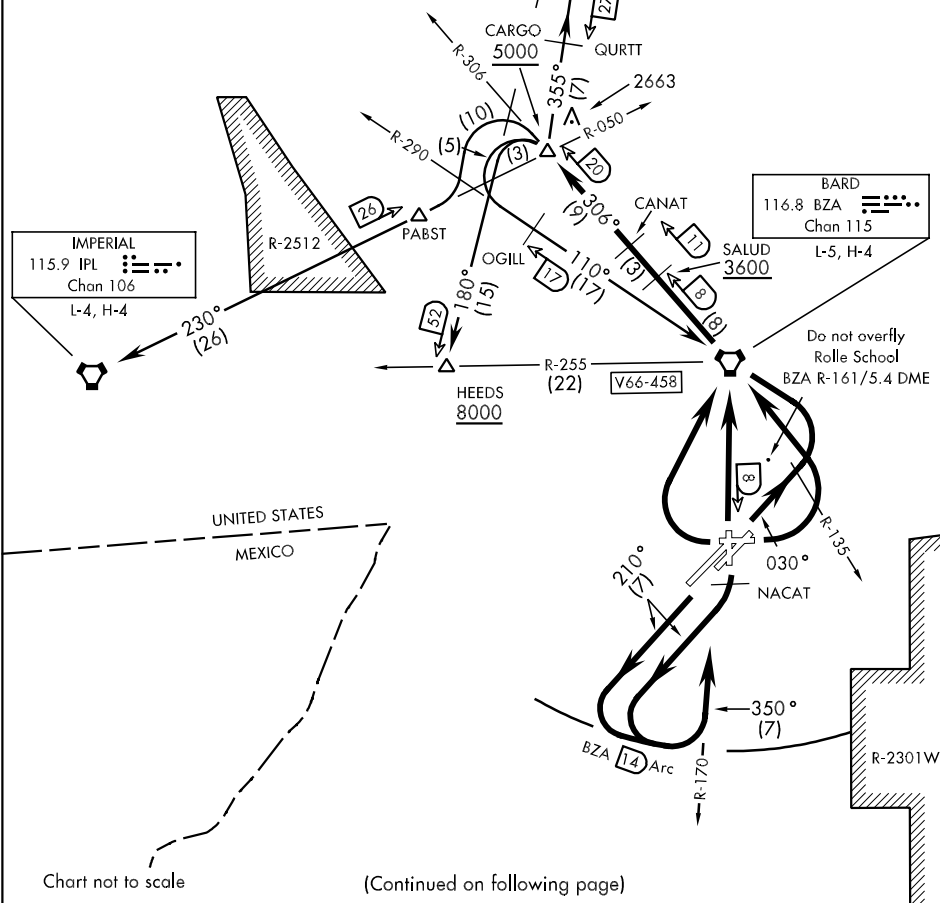
BLYTHE  
 117.4 BLH  
 Chan 121  
 L-4-5, H-4



Rwy	Knots	60	120	180	240	300	360
ALL	V/V(fpm)	260	520	780	1040	1300	1560

ATC Climb Rate to 3600

This departure will be filed/assigned  
 for aircraft not carrying external ordnance  
 when radar services are not available.



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

## CARGO-SEVEN DEPARTURE (CARGO7•CARGO)

YUMA, ARIZONA

YUMA MCAS/YUMA INTL (KNYL)

## CARGO-SEVEN DEPARTURE (CARGO7•CARGO)

YUMA, ARIZONA

SHL-511 [USN]  
DEPARTURE ROUTE DESCRIPTION  
(Continued)

TAKE-OFF RWY 3L/R: Climb heading 030 ° until crossing BZA VORTAC R-135, then turn left direct BZA, thence.....

TAKE-OFF RWY 8: Climbing left turn direct BZA VORTAC, thence....

TAKE-OFF RWY 17, 21L/R: Climb heading 210° to join and arc S on the BZA 14 mile arc to intercept BZA R-170 to BZA VORTAC, thence....

TAKE-OFF RWY 26: Climbing right turn direct BZA VORTAC, thence....

TAKE-OFF RWY 35: Climb direct BZA VORTAC, thence....

....Via BZA R-306 to CARGO. Cross SALUD at or above 3600. Cross CARGO at or above 5000.

BARD TRANSITION(CARGO7•BZA): At CARGO, turn left to intercept BZA R-290 to BZA VORTAC.

BLYTHE TRANSITION(CARGO7•BLH): At CARGO, turn right to intercept BLH R-175 to BLH VORTAC.

HEEDS TRANSITION(CARGO7•HEEDS): At CARGO, turn left to intercept BLH R-180 to HEEDS. Cross HEEDS at or above 8000.

IMPERIAL TRANSITION(CARGO7•IPL): At CARGO, turn left to intercept IPL R-050 to IPL VORTAC.

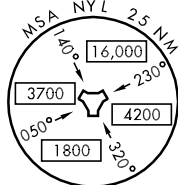
## GLAMIS-SEVEN DEPARTURE (GLAMS7•CARGO)

YUMA, ARIZONA

ATIS ★  
 118.8 273.2  
 CLNC DEL  
 118.0 336.4  
 GND CON  
 121.9 315.7  
 YUMA TOWER ★  
 119.3 (CTAF) 382.8  
 YUMA DEP CON  
 125.55 281.0

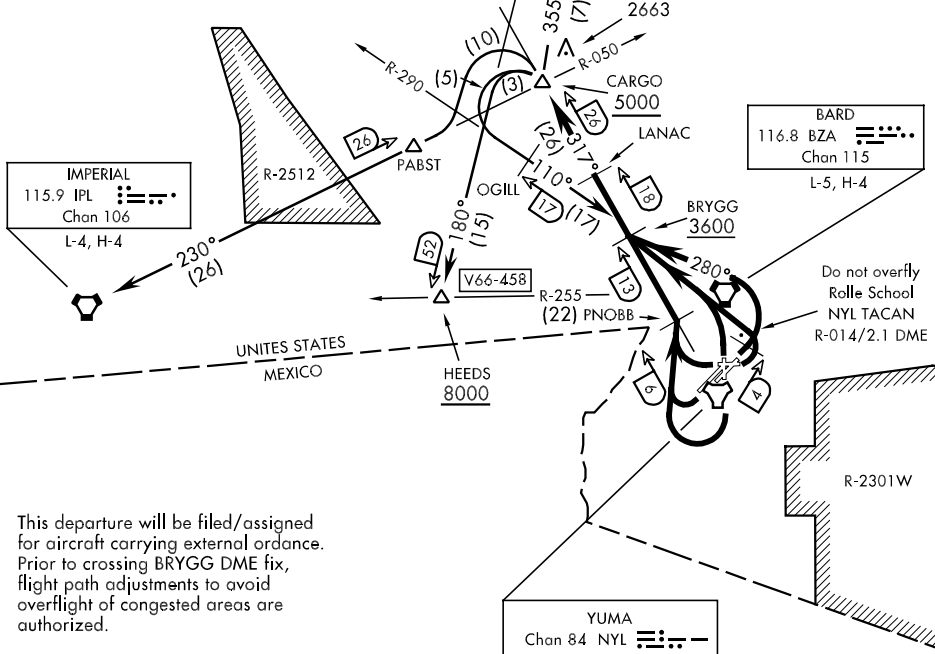
SHL-511 [USN]

BLYTHE  
 117.4 BLH  
 Chan 121  
 L-4-5, H-4



Rwy	Knots	60	120	180	240	300	360
ALL	V/V(fpm)	305	610	915	1220	1525	1830

ATC Climb Rate to 3600



This departure will be filed/assigned for aircraft carrying external ordance. Prior to crossing BRYGG DME fix, flight path adjustments to avoid overflight of congested areas are authorized.

This departure will be filed/assigned for aircraft as a preferential departure route when radar services are available.

Chart not to scale

(Continued on following page)

## GLAMIS-SEVEN DEPARTURE (GLAMS7•CARGO)

YUMA, ARIZONA  
YUMA MCAS/YUMA INTL (KNYL)



## GLAMIS-SEVEN DEPARTURE (GLAMS7•CARGO)

YUMA, ARIZONA

SHL-511 [USN]  
DEPARTURE ROUTE DESCRIPTION  
(CONTINUED)

TAKE-OFF RWY 3L/R: Climb heading 030° to NYL TACAN 4 DME, then turn left heading 280°, intercept NYL R-317 to BRYGG then CARGO. Cross BRYGG at or above 3600, cross CARGO at or above 5000.

TAKE-OFF RWY 8, 35: Climbing left turn to intercept NYL R-317 to BRYGG then CARGO. Cross BRYGG at or above 3600, cross CARGO at or above 5000.

TAKE-OFF RWY 17, 21L/R and 26: Climbing right turn to intercept NYL R-317 to PNOBB then CARGO. Cross BRYGG at or above 3600, cross CARGO at or above 5000.

BARD TRANSITION (GLAMS7• BZA): At CARGO turn left to intercept BZA VORTAC R-290 to BZA.

BLYTHE TRANSITION (GLAMS7• BLH): At CARGO turn right to intercept BLH VORTAC R-175 to BLH.

HEEDS TRANSITION (GLAMS7• HEEDS): At CARGO turn left to intercept BLH VORTAC R-180 to HEEDS. Cross HEEDS at or above 8000.

IMPERIAL TRANSITION (GLAMS7• IPL): At CARGO turn left to intercept IPL VORTAC R-050 to IPL.

TACAN NYL  
Chan **84**

APCH CRS  
**035°**

Rwy ldg **13,300**  
TDZE **195**  
Arpt Elev **213**

JAL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)



MISSED APPROACH: Climb to 4000 via NYL TACAN R-020 to JIBUN,  
R-020/10 DME, then arc N on the NYL 10 mile Arc to PRSON and hold.

ATIS★  
**118.8 273.2**

YUMA APP CON  
**124.7 374.8**

YUMA TOWER★  
**119.3 (CTAF) 0 382.8**

GND CON  
**121.9 315.7**

CLNC DEL  
**118.0 336.4**

ASR/PAR

**CAUTION:**

Prior to IAF verify navigation  
NYL TACAN Chan 84

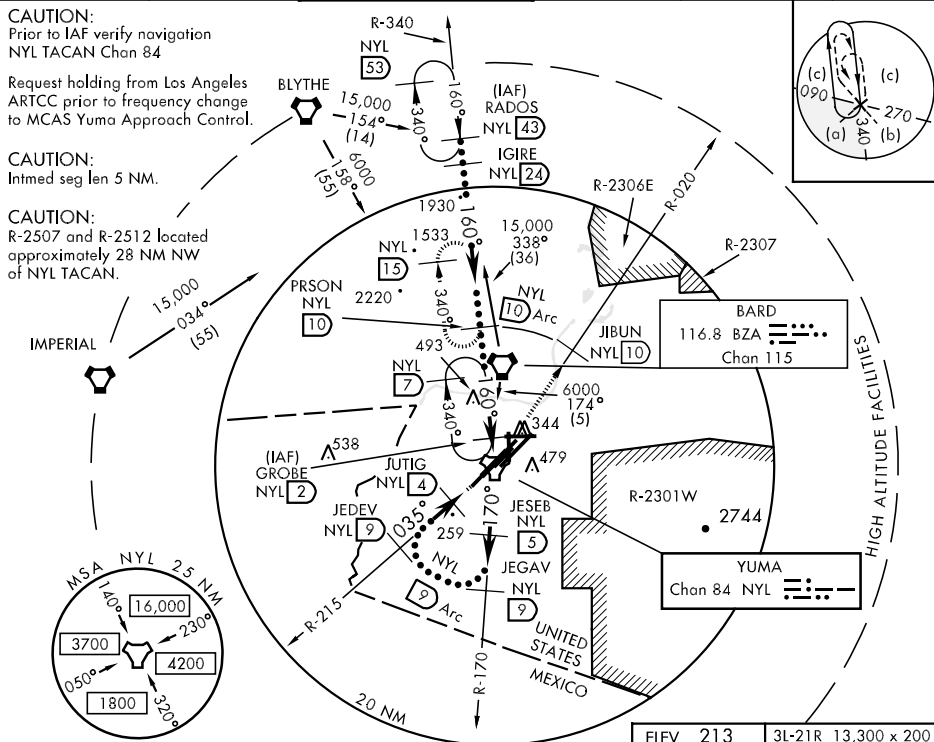
Request holding from Los Angeles  
ARTCC prior to frequency change  
to MCAS Yuma Approach Control.

**CAUTION:**

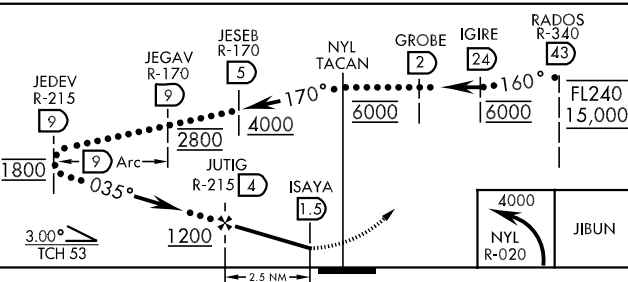
Intmd seg len 5 NM.

**CAUTION:**

R-2507 and R-2512 located  
approximately 28 NM NW  
of NYL TACAN.

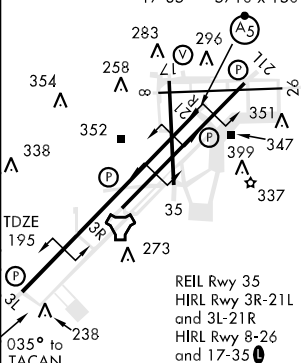


EMERG SAFE ALT 100 NM 17,000



ELEV 213

3L-21R	13,300 x 200
3R-21L	9239 x 150
8-26	6146 x 150
17-35	5710 x 150



CATEGORY	C	D	E
S-3L	345 540-1 (400-1)	540-1½	345 (400-1½)
CIRCLING	487 700-1½ (500-1½)	567 780-2 (600-2)	587 800-2 (600-2)

TACAN NYL Chan <b>84</b>	APCH CRS <b>205°</b>	Rwy ldg <b>13,300</b> TDZE <b>193</b> Arpt Elev <b>213</b>
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JAL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)

<p>* When ALS inop, increase visCAT CDE <math>\frac{3}{4}</math> mile.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climbing right turn to 4000 via NYL TACAN R-340 to PRSON and hold.</p>
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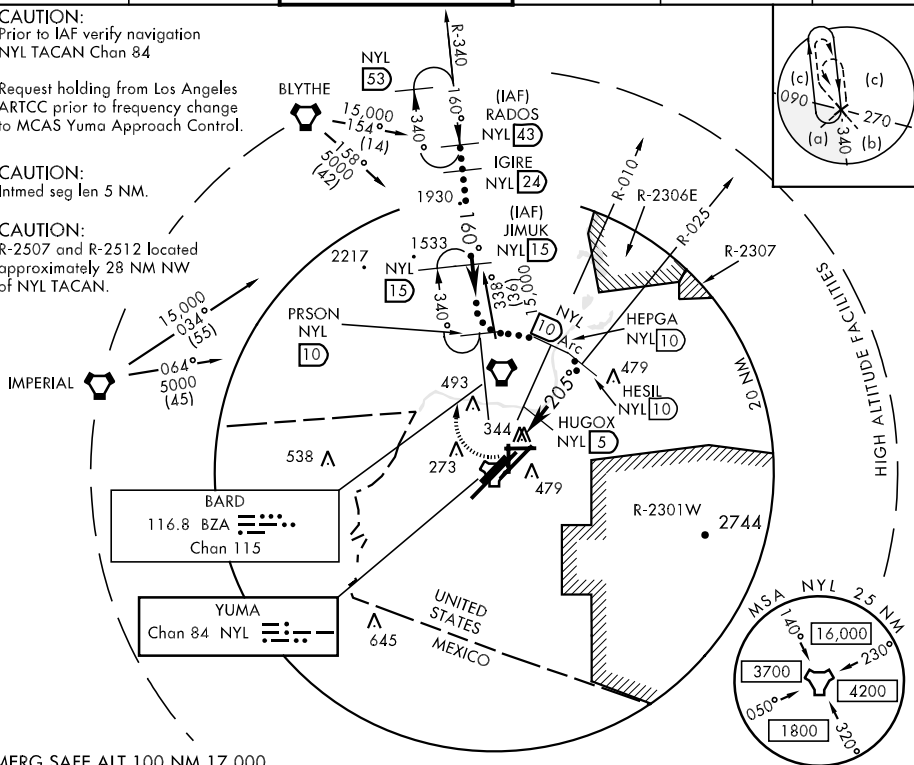
<p>ATIS ★ <b>118.8 273.2</b></p>	<p>YUMA APP CON <b>124.7 374.8</b></p>	<p>YUMA TOWER ★ <b>119.3 (CTAF) 0 382.8</b></p>	<p>GND CON <b>121.9 315.7</b></p>	<p>CLNC DEL <b>118.0 336.4</b></p>	<p>ASR/PAR</p>
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**CAUTION:**  
Prior to IAF verify navigation  
NYL TACAN Chan 84

Request holding from Los Angeles  
ARTCC prior to frequency change  
to MCAS Yuma Approach Control.

**CAUTION:**  
Intmd seg len 5 NM.

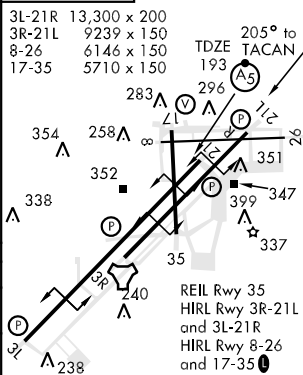
**CAUTION:**  
R-2507 and R-2512 located  
approximately 28 NM NW  
of NYL TACAN.



EMERG SAFE ALT 100 NM 17,000

<p>4000 NYL R-340</p>	<p>PRSON NYL 10</p>	<p>PRSON R-340</p>	<p>JIMUK 15</p>	<p>IGIRE 24</p>	<p>RADOS R-340 43</p>	<p>FL240 15,000</p>
<p>TACAN</p>	<p>HUGOX 5</p>	<p>HESIL R-025 10</p>	<p>HEPGA R-010 10</p>	<p>2700</p>	<p>4000</p>	<p>3200</p>
<p>HOBMA 2.4 1.3</p>	<p>1500</p>	<p>2200</p>	<p>2700</p>	<p>4000</p>	<p>5000</p>	<p>15,000</p>
<p>3.4 NM</p>	<p>205°</p>	<p>10 Arc</p>	<p>3.12° TCH 50</p>	<p>160°</p>	<p>160°</p>	<p>160°</p>
CATEGORY	C	D	E			
S-21R *	620- $\frac{3}{4}$ 427 (500- $\frac{3}{4}$ )	620-1 427 (500-1)				
CIRCLING	700-1 $\frac{1}{2}$ 487 (500-1 $\frac{1}{2}$ )	780-2 567 (600-2)	800-2 587 (600-2)			

ELEV 213

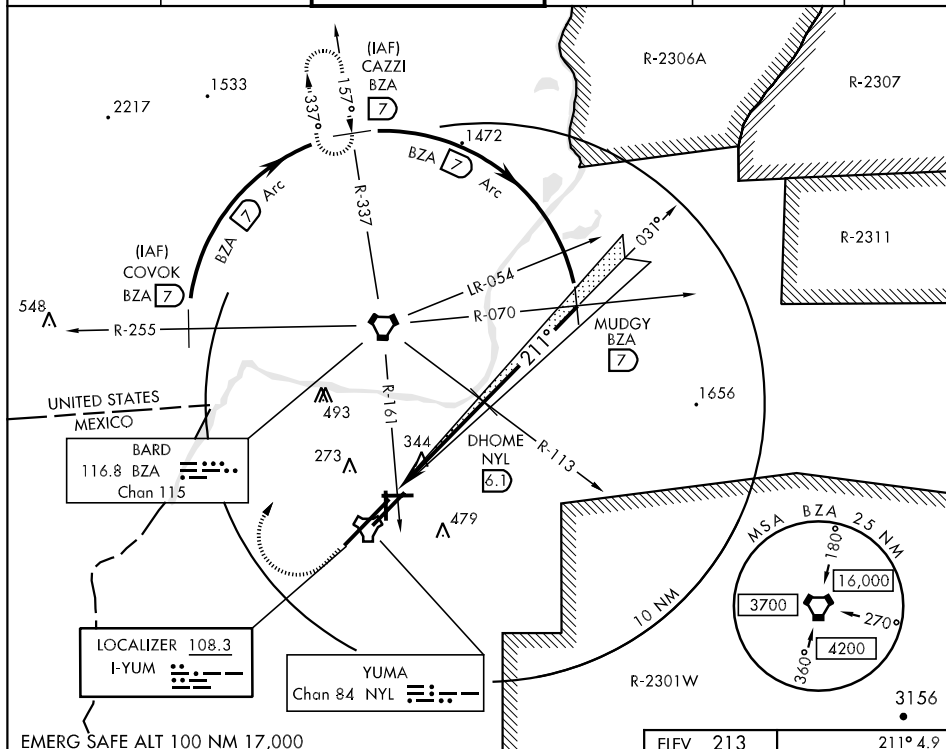


LOC I-YUM <b>108.3</b>	APCH CRS <b>211°</b>	Rwy Idg 21L <b>9239</b> 21R <b>13,300</b> TDZE 21L <b>207</b> 21R <b>193</b> Arpt Elev <b>213</b>
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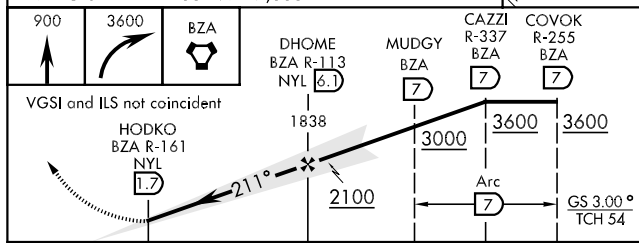
AL-511 [USN] YUMA MCAS/YUMA INTL (KNYL)

<b>▽</b> When ALS inop, increase CAT ABCD vis to ¾ mile. ** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1 ¼ miles.	<b>MALSR</b> 	<b>MISSED APPROACH:</b> Climb to 900, then climbing right turn to 3600 direct BZA VORTAC and BZA R-337 to CAZZI and hold.
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ATIS★ <b>118.8 273.2</b>	YUMA APP CON <b>124.7 374.8</b>	YUMA TOWER★ <b>119.3 (CTAF) 0 382.8</b>	GND CON <b>121.9 315.7</b>	CLNC DEL <b>118.0 336.4</b>	ASR/PAR
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EMERG SAFE ALT 100 NM 17,000



CATEGORY	A	B	C	D
S-ILS 21R*	393-½	200	(200-½)	
S-LOC 21R**	600-½ 407 (400-½)	600-¾ 407 (400-¾)		
SIDESTEP 21L	600-1¾ 393 (400-1¾)	600-2¼ 393 (400-2¼)		
CIRCLING	700-1 487 (500-1)	700-1½ 487 (500-1½)	780-2 567 (600-2)	

YUMA, ARIZONA

32°39'N-114°36'W

YUMA MCAS/YUMA INTL (KNYL)

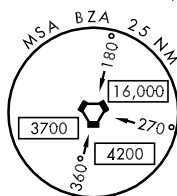
Amdt 2 10266

## MOHAK-TWO DEPARTURE (MOHAK2•MOHAK)

YUMA, ARIZONA

ATIS ★  
 118.8 273.2  
 CLNC DEL  
 118.0 336.4  
 GND CON  
 121.9 315.7  
 YUMA TOWER ★  
 119.3 (CTAF) 0 382.8  
 YUMA DEP CON  
 125.55 281.0

R-2306  
 R-2307  
 R-2308  
 R-2309



CAUTION: Tethered Balloon  
 up to 15,000

BARD  
 116.8 BZA  
 Chan 115

Do not overfly  
 Rolle School  
 BZA R-161/5.4 DME

MOHAK  
 L-5, H-4  
 66  
 32

R-2301E

GILA BEND  
 116.6 GBN  
 Chan 113

R-2301W

3158

RADAR REQUIRED

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L/R: Climb heading 030° to intercept BZA VORTAC R-075, thence....

TAKE-OFF RWY 8: Climbing left turn heading 050° to intercept BZA R-075, thence....

TAKE-OFF RWY 17: Climbing left turn heading 040° to intercept BZA R-075, thence....

TAKE-OFF RWY 21L/R: Climb heading 210° until passing BZA 8 DME, then climbing right turn direct BZA VORTAC, thence....

TAKE-OFF RWY 26: Climbing right turn direct BZA VORTAC, thence....

TAKE-OFF RWY 35: Climb direct BZA VORTAC, thence....

....via BZA R-075 to MOHAK INT. Then via assigned route. Maintain assigned altitude.  
 Expect clearance to filed altitude/flight level 10 minutes after departure.

MOHAK-TWO DEPARTURE (MOHAK2•MOHAK)

YUMA, ARIZONA

YUMA MCAS/YUMA INTL (KNYL)

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

0935T

SHL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)

## PICACHO-TWO DEPARTURE (PICA2 • BLH)

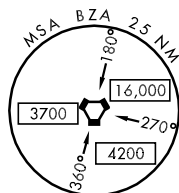
YUMA, ARIZONA

ATIS ★  
 118.8 273.2  
 CLNC DEL  
 118.0 336.4  
 GND CON  
 121.9 315.7  
 YUMA TOWER ★  
 119.3 (CTAF) 382.8  
 YUMA DEP CON  
 125.55 281.0

RADAR REQUIRED

A 2663

BLYTHE  
 117.4 BLH  
 Chan 121  
 L-4-5, H-4



BARD  
 116.8 BZA  
 Chan 115  
 L-5, H-4

Do not overfly  
 Rolle School  
 BZA R-161/5.4 DME

UNITED STATES  
 MEXICO

BZA 8 Arc

210°

030°

R-2301W

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L/R: Climb heading 030° until passing BZA VORTAC R-135, then turn left heading 325° to intercept BZA R-337, thence....

TAKE-OFF RWY 8: Climbing left turn direct BZA VORTAC, thence....

TAKE-OFF RWY 17: Climbing right turn heading 340° to intercept BZA R-337, thence....

TAKE-OFF RWY 21L/R: Climb heading 210° until passing BZA 8 DME, then climbing right turn heading 350° to intercept BZA R-337, thence....

TAKE-OFF RWY 26: Climbing right turn direct BZA VORTAC, thence....

TAKE-OFF RWY 35: Climb direct BZA VORTAC, thence....

...via BZA R-337 and BLH VORTAC R-157 to BLH, then via assigned route. Maintain assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.

PICACHO-TWO DEPARTURE (PICA2 • BLH)

YUMA, ARIZONA

YUMA MCAS/YUMA INTL (KNYL)

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

APCH CRS **031°** Rwy ldg **13,300**  
 TDZE **195**  
 Arpt Elev **213**

AL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)

▼ DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1000, then climbing left turn to 4000  
 direct BARD and hold. Continue climb in hold to 4000, 200 KIAS max.

ATIS ★  
**118.8 273.2**

YUMA APP CON  
**124.7 374.8**

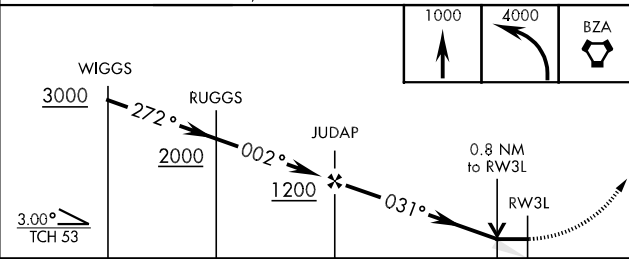
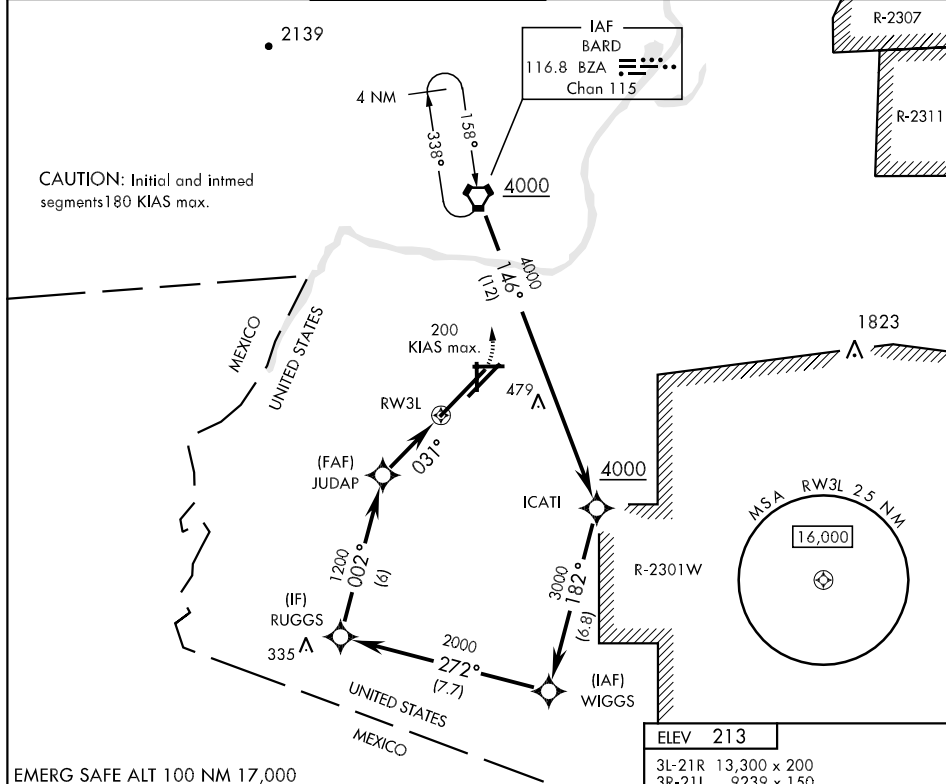
YUMA TOWER ★  
**119.3 (CTAF) 0 382.8**

GND CON  
**121.9 315.7**

CLNC DEL  
**118.0 336.4**

ASR/PAR

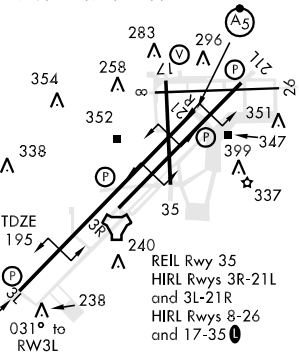
CAUTION: Initial and intmed  
 segments 180 KIAS max.



CATEGORY	A	B	C	D
LNNAV MDA	500-1	305	(300-1)	
CIRCLING	700-1	487 (500-1)	700-1½ 487 (500-1½)	780-2 567 (600-2)

ELEV 213

3L-21R 13,300 x 200  
 3R-21L 9239 x 150  
 8-26 6146 x 150  
 17-35 5710 x 150



APCH CRS **168°**  
 Rwy Idg **5710**  
 TDZE **197**  
 Arpt Elev **213**

AL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)



DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4000 direct CAZZI  
 and hold. Continue climb in hold to 4000. 200 KIAS max.

ATIS ★  
**118.8 273.2**

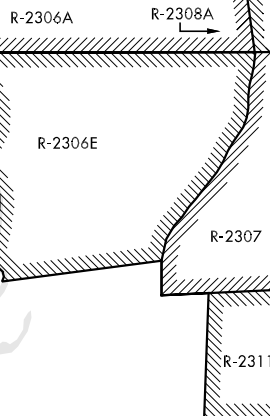
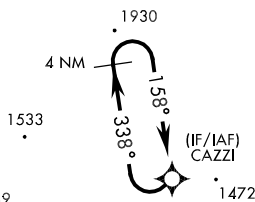
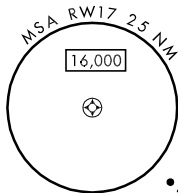
YUMA APP CON  
**124.7 374.8**

YUMA TOWER ★  
**119.3 (CTAF) 0 382.8**

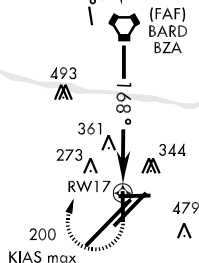
GND CON  
**121.9 315.7**

CLNC DEL  
**118.0 336.4**

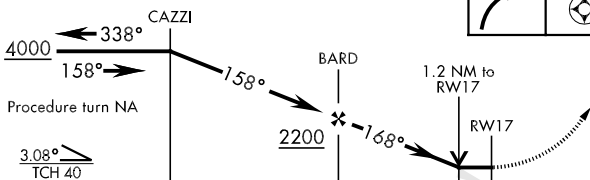
ASR/PAR



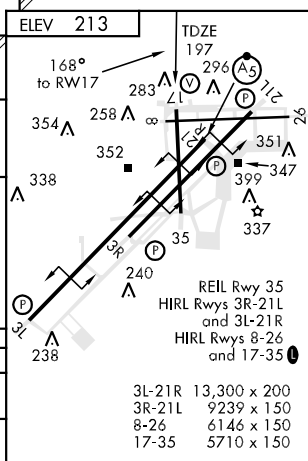
UNITED STATES  
 MEXICO



EMERG SAFE ALT 100 NM 17,000



CATEGORY	A	B	C	D
LNAV MDA	620-1 423 (500-1)	620-1 423 (500-1)	620-1 423 (500-1)	620-1 423 (500-1)
CIRCLING	700-1 487 (500-1)	700-1 487 (500-1)	700-1 487 (500-1)	700-1 487 (500-1)





APCH CRS **211°** Rwy Idg **13,300**  
TDZE **193**  
Arpt Elev **213**

AL-511 [USN]



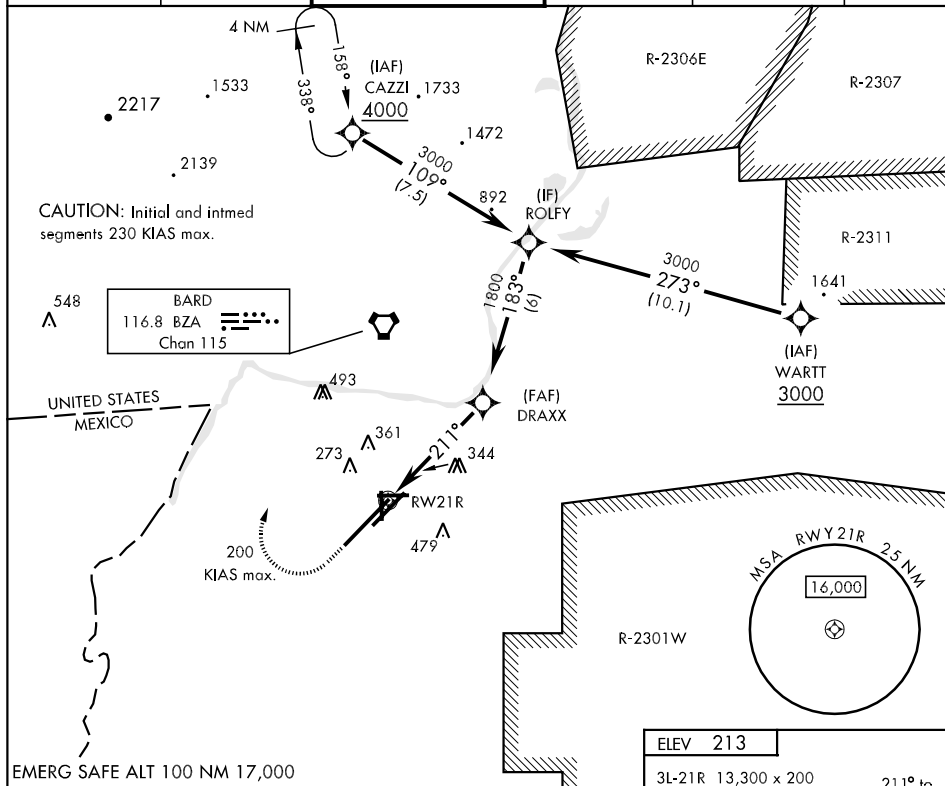
\* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles.  
DME/DME RNP-0.3 NA.

MALSR

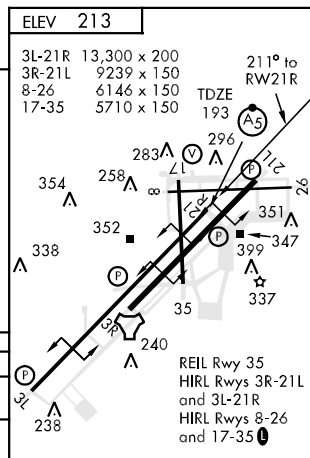
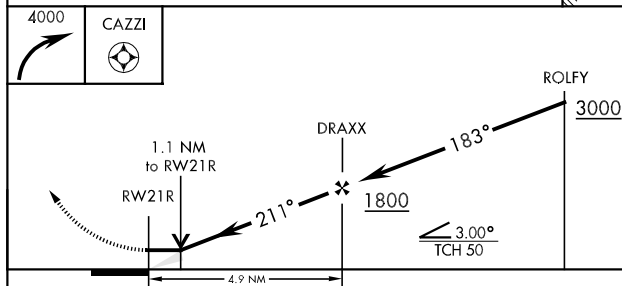


MISSED APPROACH: Climbing right turn to 4000 direct CAZZI and hold. Continue climb in hold to 4000. 200 KIAS max.

ATIS ★	YUMA APP CON	YUMA TOWER ★	GND CON	CLNC DEL	ASR/PAR
<b>118.8 273.2</b>	<b>124.7 374.8</b>	<b>119.3 (CTAF) 0 382.8</b>	<b>121.9 315.7</b>	<b>118.0 336.4</b>	



EMERG SAFE ALT 100 NM 17,000



CATEGORY	A	B	C	D
LNAV MDA*	600-½ 407 (400-½)	600-¾ 407 (400-¾)	600-¾ 407 (400-¾)	600-¾ 407 (400-¾)
CIRCLING	700-1 487 (500-1)	700-1½ 487 (500-1½)	780-2 567 (600-2)	780-2 567 (600-2)

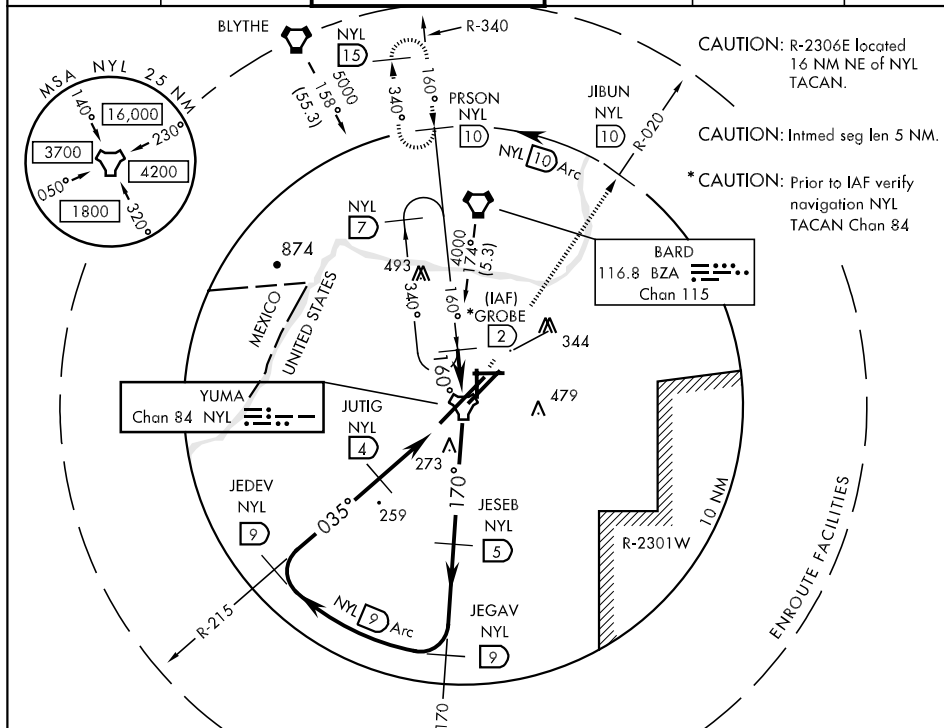
TACAN NYL Chan <b>84</b>	APCH CRS <b>035°</b>	Rwy Idg <b>13,300</b> TDZE <b>195</b> Arpt Elev <b>213</b>
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AL-511 [USN]

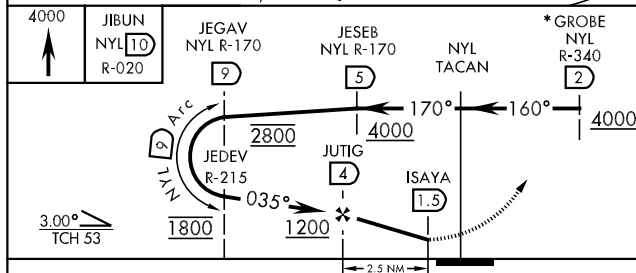
YUMA MCAS/YUMA INTL (KNYL)

MISSED APPROACH: Climb to 4000 via NYL TACAN R-020 to JIBUN,  
R-020/10 DME, then arc N on the NYL 10 mile arc to PRSON and hold.

ATIS ★ <b>118.8 273.2</b>	YUMA APP CON <b>124.7 374.8</b>	YUMA TOWER ★ <b>119.3 (CTAF) 0 382.8</b>	GND CON <b>121.9 315.7</b>	CLNC DEL <b>118.0 336.4</b>	ASR/PAR
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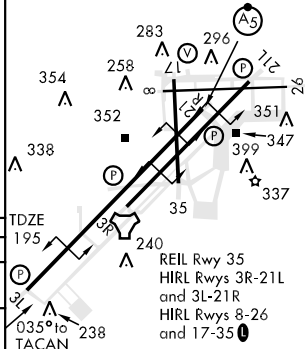


EMERG SAFE ALT 100 NM 17,000



CATEGORY	A	B	C	D
S-3L	540-1	345	(400-1)	540-1½ 345 (400-1½)
CIRCLING	700-1	487 (500-1)	700-1½ 487 (500-1½)	780-2 567 (600-2)

ELEV	213
3L-21R	13,300 x 200
3R-21L	9239 x 150
8-26	6146 x 150
17-35	5710 x 150



TACAN NYL Chan <b>84</b>	APCH CRS <b>205°</b>	Rwy Idg <b>13,300</b> TDZE <b>193</b> Arpt Elev <b>213</b>
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AL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)

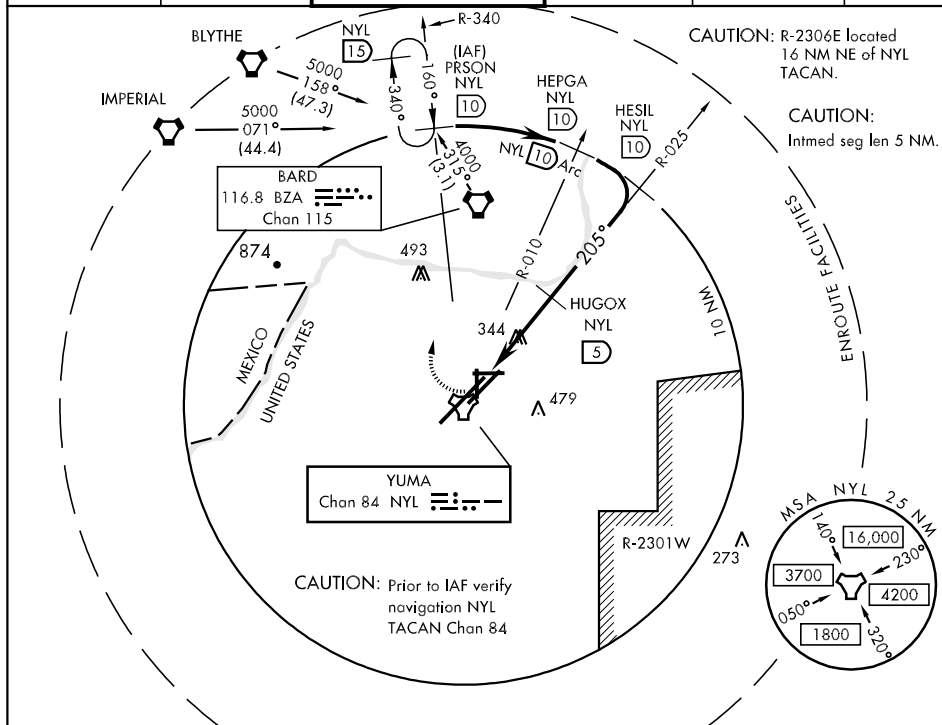


\* When ALS inop, increase CAT AB vis to 1 mile,  
CAT C vis to 1 ¼ miles, CAT D vis to 1 ½ miles.

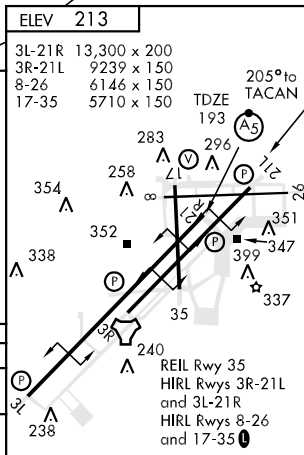
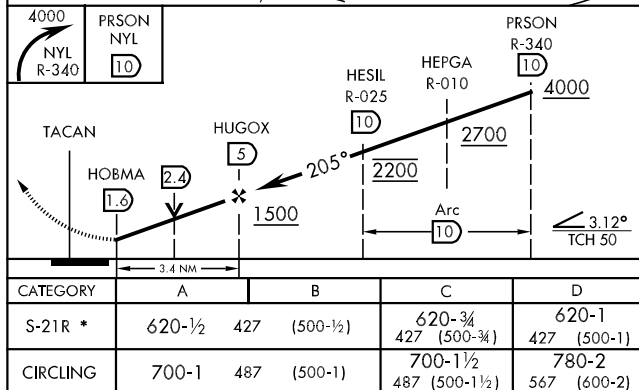


MISSED APPROACH: Climbing right turn to 4000  
via NYL TACAN R-340 to PRSON and hold.

ATIS ★ <b>118.8 273.2</b>	YUMA APP CON <b>124.7 374.8</b>	YUMA TOWER ★ <b>119.3 (CTAF) 0 382.8</b>	GND CON <b>121.9 315.7</b>	CLNC DEL <b>118.0 336.4</b>	ASR/PAR
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EMERG SAFE ALT 100 NM 17,000



VORTAC BZA <b>116.8</b> Chan <b>115</b>	APCH CRS <b>167°</b>	Rwy ldg <b>5710</b> TDZE <b>197</b> Arpt Elev <b>213</b>
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AL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)



**MISSED APPROACH:** Climb to 1000, then climbing right turn to 4000 direct BZA VORTAC and BZA R-337 to CAZZI and hold.

ATIS ★  
118.8 273.2

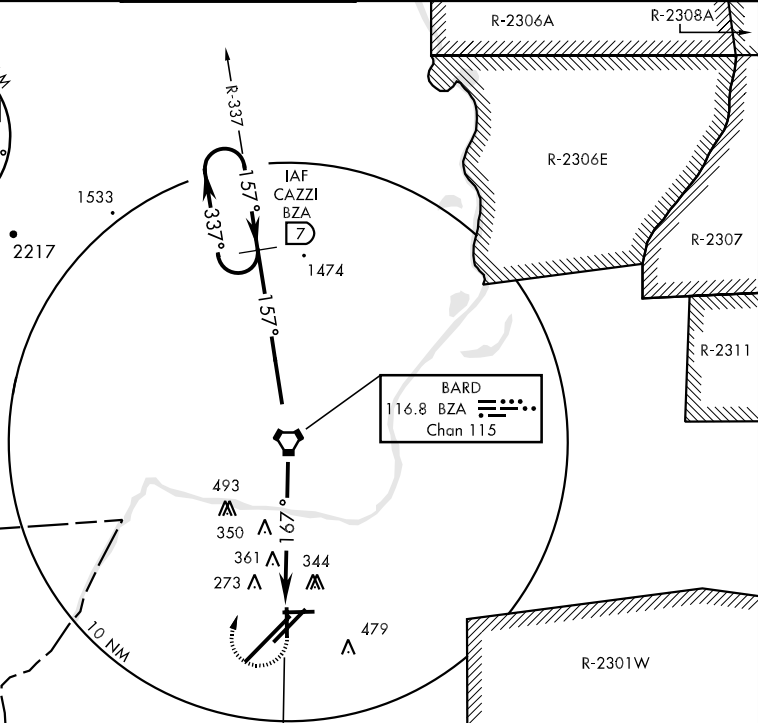
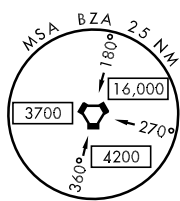
YUMA APP CON  
124.7 374.8

YUMA TOWER ★  
119.3 (CTAF) **L** 382.8

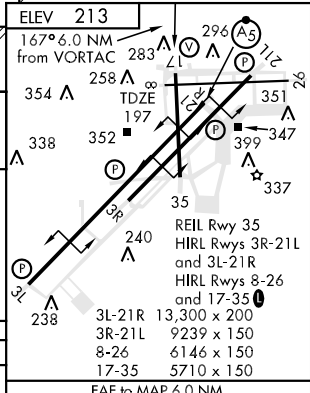
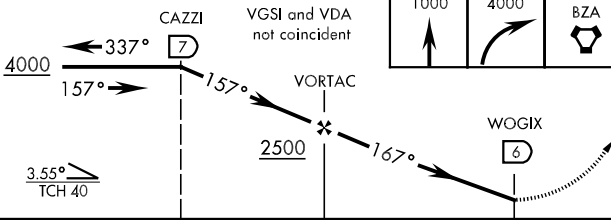
GND CON  
121.9 315

CLNC DEL  
**118.0 336.4**

ASR/PAR



EMERG SAFE ALT 100 NM 17,000



CATEGORY	A	B	C	D
S-17	680-1	483 (500-1)	680-1¼ 483 (500-1¼)	680-1½ 483 (500-1½)
CIRCLING	700-1	487 (500-1)	700-1½ 487 (500-1½)	780-2 567 (600-2)

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

YUMA, ARIZONA

32°39'N-114°36'W

YUMA MCAS/YUMA INTL (KNYL)

Orig 09323

VOR/DME or TACAN RWY 17

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4. 21 OCT 2010 to 18 NOV 2010

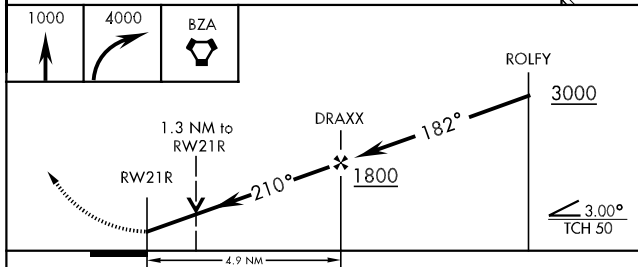
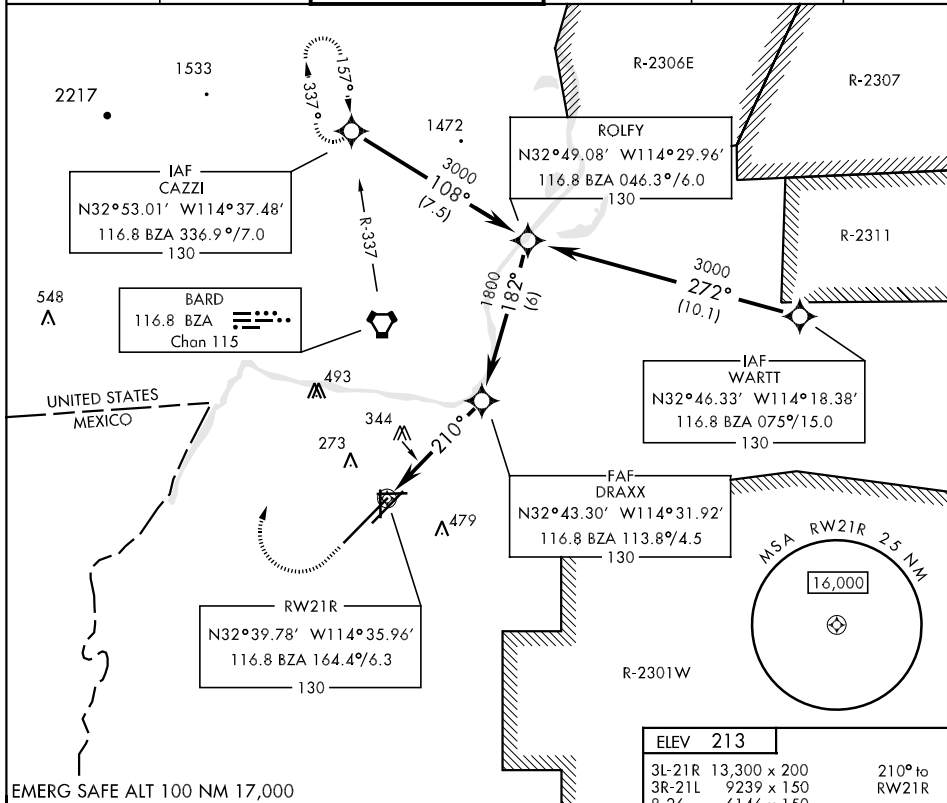
VORTAC BZA <b>116.8</b> Chan <b>115</b>	APCH CRS <b>210°</b>	Rwy Idg <b>13,300</b> TDZE <b>193</b> Arpt Elev <b>213</b>
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AL-511 [USN]

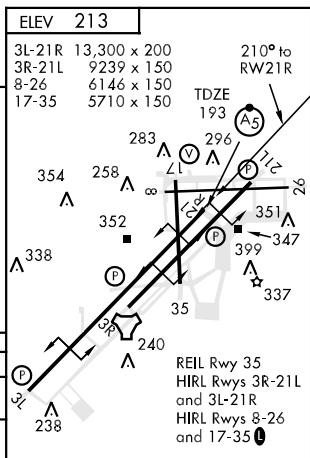
YUMA MCAS/YUMA INTL (KNYL)

<p>▼ * When ALS inop, increase CAT A/B vis to 1 mile, CAT C vis to 1 ¼ miles, CAT D vis to 1 ½ miles. DME/DME RNP-0.3 NA.</p>	<p>MALSR A5</p>	<p>MISSED APPROACH: Climb to 1000, then climbing right turn to 4000 direct BZA VORTAC and track 337° to CAZZI WP and hold.</p>
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<p>ATIS ★ <b>118.8 273.2</b></p>	<p>YUMA APP CON <b>124.7 374.8</b></p>	<p>YUMA TOWER ★ <b>119.3 (CTAF) 0 382.8</b></p>	<p>GND CON <b>121.9 315.7</b></p>	<p>CLNC DEL <b>118.0 336.4</b></p>	<p>ASR/PAR</p>
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CATEGORY	A	B	C	D
S-21R *	660-½ 467 (500-½)	660-¾ 467 (500-¾)	660-1 467 (500-1)	660-1 467 (500-1)
CIRCLING	700-1 487 (500-1)	700-1½ 487 (500-1½)	780-2 567 (600-2)	780-2 567 (600-2)



VORTAC BZA  
116.8  
Chan 115

APCH CRS  
167°

Rwy Idg 5710  
TDZE 197  
Arpt Elev 213

AL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)



MISSED APPROACH: Climb to 1000, then climbing right turn to 2800 direct BZA VORTAC and hold.

ATIS ★  
118.8 273.2

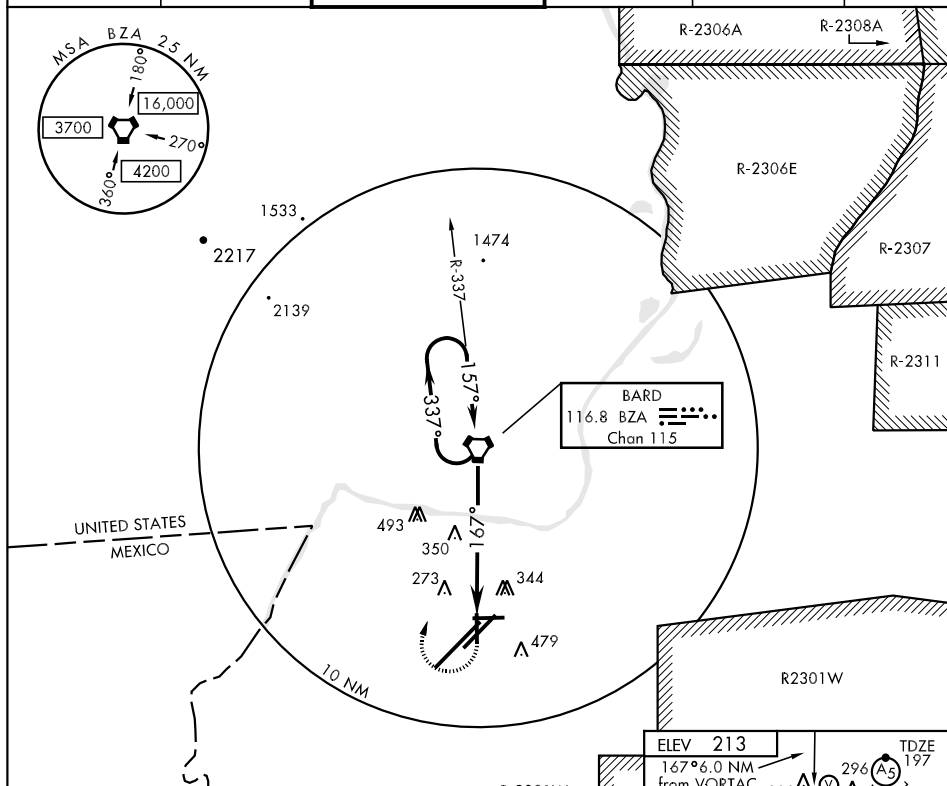
YUMA APP CON  
124.7 374.8

YUMA TOWER ★  
119.3 (CTAF) 0 382.8

GND CON  
121.9 315.7

CLNC DEL  
118.0 336.4

ASR/PAR



EMERG SAFE ALT 100 NM 17,000

One minute  
holding pattern

VGSI and VDA not coincident

VORTAC

1000

2800

BZA

2800

337°

157°

2500

3.55°

TCH 40

WOGIX

6

CATEGORY

A

B

C

D

S-17

680-1

483

(500-1)

NA

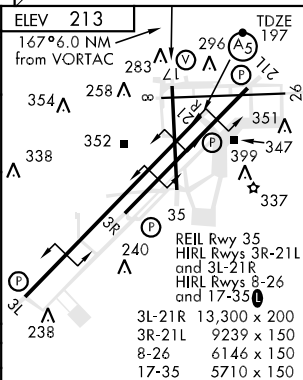
CIRCLING

700-1

487

(500-1)

NA



FAF to MAP 6.0 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00